

THE BEST
MAG FOR
MINI FANS

WILD DEEP SANDERSON 105

restore • modify • enjoy

mini magazine



MAKING SHORT WORK
130 BHP TWIN KAM SHOW STOPPER



WAGON TRAIN

HONDA VTEC'D ESTATE ON NITROUS KICKS LIKE A MULE...

MAY 2019 ISSUE 289

PRINTED IN THE UK £4.99



05

9 771362 725191

AUSSIE FASTBACK
BUCKLE MINI MONACO



SILVER DREAM
ULTRA CLEAN 1380



ON THE JOB
BOY RACERS



TECH / EXPERT Q&A FOR THE ANSWERS

TECH / BOOST YOUR HEATER

mini spares

www.minispares.com



Accessories, Wheels and Tyres

Most accessories that owners request for their Minis are available:- books, T shirts/clothing, key rings, mouse mats, stickers, jewellery, tools, toys, videos, bolt-on accessories, oil and grease. We stock a range of popular alloy and steel wheels, studs, bolts and centre caps including our own Special Tuning range of the original looking Tech Del Minilites from the 1960s, as supplied to Leyland ST, and the new genuine 1990s specification Minilite wheels. The Mini Spares Rose Petal wheel is made from our own tooling and specification as used by racers and top range road cars alike. We offer a full range of tyres such as:- Falken, Yokohama, Nankang and Dunlop R7.



Interior

We can supply separate trim pieces and trim liner kits, carpets, sound deadening, boot boards, sun visors and all the fittings. We have roll-cages and headlinings, seats, seat trimming and adjuster brackets, inertia and automatic seatbelts, steering wheels and wheel drop brackets, plus steering wheel cowls, gear lever gaiters and gear knobs, All indicator and light switches plus bezels, interior door handles, ash trays, foot pedal pads, hand brake covers, interior mirrors, dashes and printed circuits for late model speedos are available from stock.



The One Stop Shop for all your Mini Parts
for current prices visit: www.minispares.com



Cooling & Heating

Mini Spares is famous for its research and selection of radiators, namely the special two and four core varieties, plus the standard fitment items. All are well manufactured and competitively priced. True Kevlar stranded and silicon type hoses with a 2 year guarantee, plus the radiator cowlings and fitting brackets are also stocked along with expansion tanks and electric fans. The alloy water pumps with a 3 year guarantee are of exceptional quality and price. Thermostats, sandwich plates and covers plus all fittings are kept in stock. Mini Spares has its own make of heater valves and control cables plus heater unit matrix. Oil coolers, pipes and all associated parts are also available.



Electrics & Lighting

Mini Spares has many lamps from the original Mini tooling and Mini Spares' own tooling to ensure all saloon lighting is available. Lamp lens, gaskets and fittings are available for most of the lamps stocked. Headlamps and spot lamps, bezels, bulbs and holders can also be found at Mini Spares. All major alternator, dynamo and starter components plus upgraded units are available, as new and outright sales. A few years back Mini owners suffered a lot of breakdowns from cheap imported electrical components failing, but we have our own unique range of coils, condensers, rotor arms and distributors which have been set correctly. Popular wiring looms and cables, horns, flasher units, relays, central locking kits, plus switches and stalks are held in stock.

Shop on-line at www.minispares.com - or visit our 3 great stores

mini spares - London



Close to A1M & M25
Sat-Nav: EN6 3JN

Cranborne Industrial Estate,
Cranborne Rd. Potters Bar. EN6 3JN
Telephone: 01707 607700

mini spares - Midlands



991 Wolverhampton Rd. Oldbury.
W. Midlands. B69 4RJ
Telephone : 0121 544 0011
Sat-Nav: B69 4RJ

mini spares - North



Units 2E and 2G Harwood Road
Northminster Business Park York. Y026 6QU
Tel: 01423 881800
Sat-Nav: Y026 6QU

Keep in touch
with us on
FACEBOOK and
Twitter



Mobile & tablet friendly

**mini spares really cares
about you and your mini**

Since the demise of Rover and Unipart as the original suppliers many parts are still packaged as 'genuine' by the companies who obtained their rights and stock. Some parts are old stock or from original suppliers, but some are re-sourced. Many parts are not what they used to be and the words "making profit only" comes to mind when all the expertise in parts quality is scarce. Mini Spares once again comes to the rescue by examining these parts and deciding what to stock and what to reject. Mini Spares tries to be completely transparent by giving verbal or web descriptions. That is why they are the Number One supplier and website for Mini owners buying parts or seeking information from highly knowledgeable staff.

Visit the official MiniSpares.com website for pictures, downloads, catalogues, current prices & special deals



Steering, Suspension and Brakes

Beware of poor quality swivel pins, track rod ends, brake hoses, wheel bearings and CV joints all being imported from the Far East. All our parts are from long trusted suppliers and used by performance drivers and racers which gives us a great feedback. Mini Spares swivel pin kits are the best and were supplied by both Rover and Unipart and until their demise and now the market suffers from inferior parts. Many original brake parts are from the original suppliers for the Mini, e.g. AP products plus our selection of brake discs and pads, brake drums and shoes. We offer a full range of dampers (shock absorbers) and suspension components for road and race use, plus all the steering parts including uprated lower arms and tie bars for correcting geometry.



Exhaust

We stock a full range of standard replacement exhausts plus the ubiquitous RC40 in steel and the RC50 Millennium range, which also includes stainless steel versions as immortalized by Mini owners, in tuning books and by engine tuners for its performance and sound qualities. We have standard and performance catalysts for late cars, where they were fitted as standard. Exhaust kits, all fitting brackets, mountings, studs, gaskets etc., are also available separately. A complete selection of exhaust manifolds including the Maniflow exhaust range is stocked.

The World's Largest Suppliers of Spares for the Mini

www.minispares.com



Engine gearbox and clutch

Along with the suspension, the powertrain section is probably the most essential and hardest worked part of your Mini. None of the original powertrain parts is available since the plants and manufacturers closed down years ago, but using our contacts, original drawings and knowledge we have produced all the essential parts required, whether for road or race with upgraded quality parts that have been tried, trusted and approved as best on the market. We are famous for our baulk rings, road and race gears, 5 speed gearboxes and X-pin diff, top quality competitively priced pistons and alloy heads. Our top quality competitively priced pistons, alloy heads and gaskets are the latest high specification or original and all price options are the best on the market. We make no apologies for keeping best quality parts and the best prices.



Grilles and Brightwork

When it comes to being bright, Mini Spares Ltd really is, with its range of Mini brightwork and less-drag wiper blades that really clear the screen. Pianoforte Supplies in Northampton made almost every body finishing part for the Mini, but by 1979 it had scrapped the tooling for many Mk1 parts, including grilles and then closed completely some years later. Mini Spares once again came to the rescue and with some original drawings and foresight the company ended up making all the parts required to keep these cars looking correct. Nowadays nearly all the trim, mouldings, grilles, grille surrounds, stainless steel bumpers and overriders from 1959-2000 are made from Mini Spares' own tooling.



Body

Mini Spares stock all Heritage Mini panels and bodyshells manufactured from their original Rover tooling and also every known aftermarket panel available, including subframes that have a decent fitment to cover the complete renovation of your Mini. This section on our website also covers anything you can fit, stick, attach or bolt to the body including grommets, sumpguards, glass, fibreglass, decals. Almost all our rubber seals, draught excluders and mouldings are to our own proven design or from our superior tooling. Beware as the market is full of cheap imported parts!

For FAST telephone mail order dial
01707 607700

Prices are correct at time of going to press, but are subject to change without notice. E&OE.

mini spares
www.minispares.com

9 Harris Road, Porte Marsh Industrial Estate,
Calne, Wiltshire SN11 9PT
Fax: 01249 721316 Email: spares@somerfordmini.co.uk

www.somerfordmini.co.uk



SERVICE | RESTORATION | SPARES

We EXPORT
all over
the world!

SHOP OPENING HOURS

MONDAY-FRIDAY: 9am - 6pm
SATURDAY: 9am - 2pm
SUNDAY: Closed



Telephone

01249 721421

COUNTER SALES OR MAIL ORDER



Phone for postage rates, it's CHEAPER
than you think!

WE STOCK OVER 10,000 PARTS!

Many **NEW** and **VERY RARE** parts are available to buy in our dedicated shop in Calne or visit our online service

BADGES

MK1 Boot scripts: Mini or Cooper / Seven / Austin	£13.49/£8.06/£11.94
'S' Script - MK1 (Large or Small)	£8.38 each
Boot lid scripts: 1275 / 850 / 1000	£16.28/£12.55/£9.83
Austin Cooper / 'S' Bonnet MK1	£15.23
Morris Cooper / 'S' Bonnet MK1	£39.59
Morris Cooper / 'S' Boot MK1	£31.44
Cooper 'S' MK2 Boot insert - Austin / Morris	£11.70
Cooper 'S' MK2 Boot bezel	£33.96
Cooper MK2 Bonnet insert - Austin	£13.84
Cooper MK2 Bonnet bezel - Austin / Morris	£18.11 each
Mini Minor MK1 - Boot	£2.85
Austin / Morris Cooper 'S' MK2 - Bonnet insert	£11.80/£13.06
Austin / Morris Cooper 'S' MK2 - Bonnet bezel	£18.11 each
Morris MK1 - Bonnet badge	£35.34
Austin MK1 - Bonnet insert	£23.94
Austin MK1 - Bonnet bezel	£22.63
MK3 Cooper 'S' Boot	£19.20
Mini Special boot badge	£20.40
Speedwell cast badge	£16.08
1275 GT boot - Red or Black	£20.40 each
1275 GT boot - Silver or Black	£22.25 each
1275 GT grille badge	£12.00
Downton rocker cover plate	£10.21
Mki Horn push - Austin or Morris	£49.62
B.M.C. Rosettes, S.J. stickers, engine bay/Rocker cover stickers, etc., all in stock - Please call/email for our extensive range!	
1275 GT stripes (8 colours in stock)	£25.54
Clubman Estate stripe sets	£54.00
Winged Mini badge (Non Genuine)	£9.00
GB badge (chrome on brass)	£18.00
Paddy Hopkirk accelerator pedal	£8.12

ACCESSORIES

Top quality car covers - Waterproof / Indoor / Dust	£100.50/£55.24/£43.16
Clear indicator lens kit including bulbs - Early / Late	£7.66/£8.68 pair
Clear rear lens kit including bulbs	£3.10
Stainless dipstick A+	£10.20
Chrome wiper bezels (including nut & gaskets)	£6.90 pair
Stainless wiper blanks	£5.62 pair
Chrome twin washer jets (no drilling required)	£6.48 pair
Deluxe gear knob (leather or wood)	£7.14 each
Steering column dropper bracket	£3.00
Seat adjuster kit	£4.39
Car dashpot covers 1.25, 1.5, 1.75	£8.95 each
Grille buttons - Quick release (Black / Chrome)	£12.88/£8.56
Rocker cover buttons / T-Bars	£8.16/£6.96
Paddy Hopkirk accelerator pedal	£8.12
Bonnet straps - Leather / Rubber	£9.54/£5.40
Internal bonnet release kit	£23.65
Bonnet pins	£9.19
Stainless headlamp peaks	£15.26 pair
Quadoptil Halogen headlamp kit - RHD/LHD	£42.50/£52.42
Wheel spacers - 3/8, 3/4, etc.	£19.19/£23.32
Rear fog lamp	£17.40 each
Alloy rocker Cover / Chrome cap	£25.54/£6.60
B.M.C. green engine paint - Brush-on / 400ml Aerosol	£12.37/£11.72
Trilock locking wheel nut set	£19.92
Competition top engine steady - 998 / 1275 / injection	£25.54 each
Broken steady bar bolt kit	From £18.00
Budget driving lamp set	£33.17
Dummy RHD filler neck	£9.00
Motolita steering wheels in stock	From £170.98
Mountney steering wheel 13" vinyl	£39.78
Mountney steering wheel 13" black/coloured leather	£62.74
Mountney steering wheel 14" wood	£78.23
Mountney steering wheel Boss kit	£16.63
K.A.D. Quickshift - Rod / Remote change	£126.66/£68.64
Electronic ignition kit - Aldon / Lumenition	£95.12/£120.22
Central locking kit	£101.80

SUSPENSION & STEERING

Spax/Koni gas adjustables (Std, Lowered or Estate)	£66.00/£70.98 each
Standard shocks / Gas-a-just	£15.00/£33.94 each
Comp bump stop kit (front/rear) Hydro only	£23.48
Steering racks outright	£72.22
Reconditioned radius arms (exchange)	£94.80
Hydrolastic pipes - Nylon / Copper	£35.75/£33.78
Knuckle joint	£4.08 each
Swivel joint kit	£10.73 per hub
Track rod ends (Genuine / Non Genuine)	£15.32/£5.40
Steering rack boot kit (pair)	£5.72
Front subframe - Front mount / Rear mount	£3.60/£5.70
Displacer dust cover	£9.64
Bottom arm bushes	£1.80 each
Tie rod bushes	£1.08 each
Front tow eye	£10.20
Negative camber bottom arms 1.5 degrees	£53.76 pair
Adjustable tie rods (road use)	£21.60
Adjustable rear camber brackets	£28.80 pair
Adjustable suspension units - Standard / Competition ...	£26.64/£30.13 pair

CHROME & BRIGHTWORK

MKI & MK2 door handles - Single / Pair	£25.86/£82.80
MKI & MK2 Matching handle & boot lock set	£129.02
Barrel sets (3 matching locks with keys) MK1 & MK2 / MK3	£31.06/£27.07
MKI & MK2 Van, etc. (internal door opening handle)	£27.34
Chrome boot handles MK1 & MK2 / MK3	£34.14/£26.35
Period 60's locking fuel cap	£21.82
Stainless bumper - Budget / Polished (Non Genuine)	£58.06/£60.04
Pan/Pick-up quarter bumper - Chrome / Black	£17.17/£47.35
Black bumper (Non Genuine)	£49.94
S/S overrider kit x 4 - Undrilled / Drilled (including fixings)	£17.74/£81.98
Corner bar kit x 4 (including fixings)	£60.48
Cooper grille - 8 slot	£49.22
Cooper spot lamp grille - Internal / X release	£98.70/£97.12
Spot lights for above	£33.17
MKI Morris Cooper grille	£79.14
MKI Austin Cooper grille	£69.88
MK3 / Mayfair chrome grille - 11 slot	£56.87
MKI Austin grille	£86.05
MKI Moustache / Moustache whisker	£87.66/£10.44
Clips for above	£66p
Grille surround kit - 3 piece	£38.96
Stainless wiper arms - RHD or LHD (British made)	£8.70
Stainless wiper blades (British made)	£7.92
Stainless door mirror (standard fitment type including plastic plinth)	£22.85
Chrome plinth for above	£9.61
Racing 'bullet' mirror top quality plinth mounted	£34.44
Stainless 'Clip-on' overtaker mirror	£36.54
MKI 3 handle set (3 piece) with MK1 boot lock	£101.74
Stainless headlamp stone guards	£14.35 pair
Period wing mirrors	full range in stock please ask
MKI & MK2 door bin trim	£13.40 each
MKI & MK2 stainless window channel support	£22.45 each

MANIFLOW EXHAUST SYSTEMS

The only exhaust system with a three year guarantee

Twin box - Side or Centre exit	£102.48
Single box - Side or Centre exit	£75.60
Maniflow stage 2 L.C.B - Standard / Injection	£93.96/£117.60
Maniflow L.C.B Standard / Big bore / Injection	£75.60/£185.64/£93.24
Maniflow freeflow suits 850 / 998 / 1098	£75.60
Van/Estate - Single box / Twin box	£107.52/£131.88
Catalyst back - Single / Twin box	£95.76/£125.28

OTHER EXHAUST SYSTEMS

RC40 - Twin box / Single box	£64.80/£50.03
Works replica rally system (SWR07)	£205.03
Sportex rear box single tailpipe	£60.90
Manifold gasket - Standard / Big bore	£11.40/£3.53

M. MACHINE PANELS

We stock the largest range of M.Machine panels in the south. These are superb quality panels made to original specifications - the only panels to use in a restoration! Just about any panel you can think of has been reproduced - please ask. Listed below are JUST A FEW examples:	
Saloon front to rear floor includes inner and outer sill and jacking point to 1st flute (also available for Van, Pick-up and Traveller)	£104.58 each
as above but to exhaust tunnel	£130.50 each
MKI outer sill (4 flute)	£19.36
MKI saloon rear wing	£88.09
Van & Pick-up front panel (pressed integral grille)	£173.57
Cooper 'S' from panel	£159.00
Van & Estate rear valence closing plate	£5.58
Saloon boot floor panels - Side section / Rear section	£24.30/£21.06
Van lower rear corner repair (below light)	£14.04
We stock most genuine Rover and repair panels, examples below:	
GENUINE RESTORATION QUALITY	NON GENUINE
£10.51 each	Front Wing MK1 & MK3
£51.30 each	£17.80 each
£203.54	Front panel - Pre '76 or Post '76
£76.91/£66.42	£17.80 each
£24.42	'A' panel (internal hinges)
£11.88	£17.80 each

This advert only represents 5% of our stock, please phone 01249 721421 for more parts and prices. All prices in the advert include VAT.

E&OE - Prices correct at time of going to press. Subject to change without notice.

Somerford Mini has **FULL** workshop facilities. We are experts at restoring Minis and turn out some of the **BEST IN THE COUNTRY**. We also offer other services from general repairs and servicing to up-rated engines and suspensions. In fact we cater for anything connected with a Mini. We offer expert advice and a dependable, professional service. **Why not visit our ever expanding shop and workshops?**



RESTORATION

We have over 20 years of unrivalled knowledge and experience. With full workshop facilities and highly skilled staff, we can restore your Mini to the highest standards. We cater for all types and years of Minis and can make your dream come true!



REFURBISHMENT

Sadly every Mini succumbs to the dreaded rust. Our Refurbishment service could be the answer. Typically all 'skin' panels are replaced and the car receives an external respray. This will bring your Mini to its former glory and give it at least another 15 years of life!



**SCAN
ME!**



OTHER SERVICES

Our workshop is fully equipped and has an in-house stock of over 10,000 new parts, enabling our skilled mechanics to perform many vital services for your Mini. These include accident repair, mechanical repair, servicing, MOT tests, modification & tuning and re-shells.

Look at our comprehensive website www.somerfordmini.co.uk

GENUINE RESTORATION QUALITY

	NON GENUINE
£191.92 each	Bonnet - MK3 & MK1
£93.06 each	Door skin - Internal / External hinges
£N/A	Door frame repair (bottom) MK1/MK2 & 3
£43.62/£35.68	Narrow sill - Saloon / Estate
£59.83	Rear valance
£464.10 each	Rear subframe - Dry / Hydro
£N/A	Van / Estate fuel tank
£34.91/£53.28	Rear subframe mounting panel - End / Full
£75.73/£39.70	'A' panel (external hinges) - Inner / Outer
£27.24/£11.04	Panel lists available please call or email us for more details.

CARB'S, FILTERS & INLETS

Carburettor re-build kits	From £45.89
Reconditioned carburettors	From £150.00
HS2 & HS4 main jet	£17.84
HS4 Waxstat main jet	£36.46
HIF 44 service kit	£37.08
Water heated inlet - H4, HIF 6/44	£33.06
S.U. Uprated needles - Stage 1 & 2 - 988 / 1275, etc.	£12.95
Choke cable - MK1 & MK2 / MK3	£10.20/£9.82
Throttle cable - HS cards / HIF carbs	£4.74/£5.99
Electric fuel pump - Genuine S.U. / Non Genuine	£99.79/£61.78
Van Front/Rear fuel pipe (includes tank union)	£30.13
Facet pumps - Standard / Silver top / Red top	£38.10/£73.37/£78.83
Filter king regulator - Glass or Alloy bowl	£54.10/£54.42
Glass fuel - Filter / In-line regulator	£9.00/£27.72

GOODRIDGE PERFORMANCE LINES

Braided brake line set (4 lines)	£39.12
Braided clutch hose standard / Verto	£11.87/£14.71
Metro 4 pot caliper conversion set	£48.79
Late Servo brake hose kit	£30.80
Braided oil filter feed pipe 92 - '96	£64.67

BRAKES, DRIVESHAFTS, ETC

Silicon brake fluid - 1L	£35.77
Brake discs - 998 / Cooper S	£48.72/£19.80 each
8.4" Brake disc - Standard / Drilled and grooved	£10.20/£61.08
'S' Stainless caliper piston	£10.21
'S' caliper piston seals	£4.95 each
8.4" Stainless caliper piston	£8.82 each
8.4" caliper seals	£4.79 per caliper
'S' / 8.4" drive flange	£27.85/£30.48
Spaced rear drum / Standard rear drum	£14.58/£13.19
Extended wheel studs - 60mm / 80mm	£1.62/£2.64
Timken front disc bearings - Genuine / Non Genuine	£61.13/£14.04
Timken front drum bearings - Genuine / Non Genuine	£68.26/£12.42
Timken rear bearings - Genuine / Non Genuine	£33.56/£11.70
8.4" (late) disc pads standard / Fast road	£14.84/£30.64
MK3 'S' type servo kit (including brackets and pipes, etc.)	£203.28
Brake pipe set complete car (copper with brass unions)	From £98.62
C.V. joint (new including nut & boot) / Pot joint	£31.20/£33.13
Drive coupling rubber (each) (Nylon / pair)	£31.55/£69.62
Single line master cylinder - Plastic / Tin / 'S'	£46.48/£69.38/£79.06
C.V. boot kit - Outer / Inner	£4.20/£5.26
Disc brake front hub (Genuine)	£52.13

PERFORMANCE FILTERS

	Pipercross
£46.32/£44.53	Filter element HS4 / injection Cooper
£93.62	HS4 cone filter
£76.60	HS4 round filter
£107.53	HS2 round filter
£97.76	HF44 cone filter
£8.17	Stub stacks
£11.76	Filter cleaner - 1L
£8.52	Filter oil - 400ml / Filter Cleaning Kit
£24.94	Crankcase breather
£129.52/£104.32	571 kit - MPI / 571 kit - SPI
£N/A	Special twin carb filter (including back plate)
	£104.38

WHEEL ARCHES

Standard black plastic arch kit	£27.38
Stainless wheel arch covers (including sill trims)	£72.22
Group two works arch kit (including piping & screws)	
Superb quality, no painting required!	£82.80
W & P style arch kit - (includes piping & screws - concealed fixings)	
Superb quality, no painting required!	£97.02
Arch to body piping x 4	£11.40
Cooper Sports-pack arch kit (Genuine Rover)	£450.82

STAGE 1 KIT (998/1275)

Maniflow Manifold, RC40 or Maniflow system, water heated inlet manifold, fitting kit, uprated needle, tapered air filter, gaskets, water pipe, clips, studs (other combinations available) - Single box/Twin box £244.12/£271.00

SYKES - PICKAVANT MINI SERVICE TOOLS

Flywheel puller (UNF/Metric)	£28.22
Suspension cone compressor (Metric/UNF)	£60.90
Swivel/flywheel bolt socket	£19.76
Ball joint splitter (scissor type/heavy duty)	£28.68
Rear hub puller	£11.38
Valve spring compressor	£21.77
Cylinder honing tool	£41.72
Piston ring compressor (ratchet type)	£16.16
Compression tester	£49.88
One-man brake bleeder	£10.22
Oil filter remover (super heavy duty)	£20.47
Feeler gauge set (imperial 10 blade)	£4.20
Brake adjusting spanner	£5.94
Disc hub/steering wheel socket (inch & 5/16")	£9.70
Windscreen filler tool	£23.93
Wheel cylinder circlip tool	£11.52

ORIGINAL SMITHS INSTRUMENTS

All gauges available with Black or Magnolia face	BLACK	MAGNOLIA
Speedo (90 or 130mph or 140/200kph)	£221.02	£224.46
Water temperature gauge (electrical)	£40.45	£43.86
Oil pressure gauge (mechanical)	£67.93	£68.06
Clock (analogue)	£77.40	£80.82
Ammeter (-60 +60)	£40.45	£43.66
Voltmeter	£40.45	£43.66
Fuel gauge	£40.45	£43.66
Dual oil pressure/temperature gauge	£113.30	£114.50
80mm setable tacho (10,000 rpm)	£144.23	£149.68
Dash mounted tacho pod - Black / Chrome	£16.70	£16.70
Oil pressure gauge pipe - Nylon / Braided	£7.67	£24.18
Oil Temperature - Gauge / Adapter boss	£40.45	£43.86

We are Smiths distributors - other gauges in stock!

BURR WALNUT INTERIOR PARTS

Dashboards: Walnut, Maple, Alloy, etc.	£148.22 each
Walnut door pull handles	£53.51 pair
Walnut window winders	£55.31 pair
Walnut capping (set of 4)	£55.38 pair
Walnut gearknob (original Rover specification)	£20.22
Walnut handbrake cover	£148.27 set
Walnut switch panel cover (various types)	£22.51

BODYSHELLS

Range includes MK4, SPI, MPI

We stock the ENTIRE Heritage bodyshell range. Please contact us with your requirements.
Sports pack (MK4, etc.)
Clubman Saloon

www.somerfordmini.co.uk

**SCAN
ME!**



Whilst we endeavour to source and sell the best quality parts available, we regret we do not cater for concours cars.



FREE CATALOGUES

For your **FREE** copy of the CLASSIC MINI ACCESSORIES and/or BODY PANEL catalogue, please phone us on **01249 721421** or email: spares@somerfordmini.co.uk

Tel: 01249 721421 Fax: 01249 721316

Celebrating
60 YEARS
of Mini



THE PETER JAMES INSURANCE
**BROMLEY PAGEANT
OF MOTORING**

SUNDAY 23 JUNE 2019 • NORMAN PARK • BROMLEY

A CLASSIC DAY OUT

Norman
Park,
Kent

23
JUNE
2019

Tickets from
£14
BOOK
NOW!

SPECIAL CLUB RATES AVAILABLE!

Club Stands | One-Make Display Cars | Live Entertainment | Kids Zone
| Meet Fifth Gear's Jimmy De Ville | Jez Avery Stunt Spectacular |
Multi Marque Collections | Auto Jumble | Retail Village
| Restoration Projects | And Much More!

Book online www.bromleypageant.co.uk

Advance Tickets: Adult Day £14, Kids (5-15) £5, Family (two adults and two children) £33. Advance ticket prices includes copy of Classic Car Buyer & Bromley Pageant Showguide. On the gate: Adult Day £17, Kids (5-15) £5, Family (two adults and two children) £39. Booking fee applies.

All advance club bookings will receive a commemorative plaque worth £3. Attractions are at the discretion of Kelsey Media.



■ ISSUE: 289

Kelsey Media, Cudham Tithe Barn,
Berrys Hill, Cudham, Kent, TN16 3AG

■ **EMAIL:** minimag.ed@kelsey.co.uk

■ **FACEBOOK:** www.facebook.com/minimagazine

EDITORIAL

■ **EDITOR:** Gerard Hughes **Email:** mm.ed@kelsey.co.uk

■ **DEPUTY EDITOR:** Holly Daffurn

■ **ART EDITOR:** John McAllister **Email:** hijohnmac@yahoo.com

REGULAR CONTRIBUTORS

Matthew Barrington, Dan Bevis, Jeroen Booij, Ade Brannan, Neil Burgess, Keith Calver, Willy Carson, Jon Cass, Stephen Colbran, Martyn Collins, Ryan Cowley, Holly Daffurn, Tim Harber, Joe Holloway, Patricia Käsehagen Webb, Josh Kelly, Alex Kinsman, Martyn Morgan-Jones, Jeff Ruggles, Marc Stretton, Adam Walker, Matt Woods.

ADVERTISING

Advertising Director: Hill View Media Ltd, Ben Foster -
ben@hillviewmedia.com **Tel** 01366 728 488, 07976 256 205

PRODUCTION

Copy Production Manager: Melanie Cooper
Tel 01733 362701
Email: kelseyclassic@atgraphicsuk.com

MANAGEMENT

Managing Director: Phil Weeden
Chief Executive: Steve Wright
Chairman: Steve Annett
Finance Director: Joyce Parker-Sarioglu
Retail Distribution Manager: Eleanor Brown
Audience Development Manager: Andy Cotton
Brand Marketing Managers: Debra Hagger & Nikolas Lovely
Events Manager: Kat Chappell
Publishing Operations Manager: Charlotte Whittaker
Senior Print Production Manager: Nicola Pollard
Print Production Manager: Georgina Harris
Print Production Controller: Alicia Stewart
Subscription Marketing Manager: Debra Hagger
Subscription Marketing Executive: Bronwyn Southren

SUBSCRIPTIONS

13 issues of *Mini Magazine* are published per annum
UK annual subscription price: £62.40
Europe annual subscription price: £76.00
USA annual subscription price: £76.00
Rest of World annual subscription price: £82.00

UK subscription and back issue orderline: 01959 543747
Overseas subscription orderline: 0044 (0) 1959 543 747

Toll free USA subscription orderline: 1-888-777-0275

UK customer service team: 01959 543 747

Customer service email address: subs@kelsey.co.uk

Customer service and subscription postal address:

Mini Magazine Customer Service Team

Kelsey Publishing Ltd, Cudham Tithe Barn, Berry's Hill
Cudham, Kent, TN16 3AG, United Kingdom

Find current subscription offers via: shop.kelsey.co.uk/mmg

Buy back issues via: shop.kelsey.co.uk/mmgback

Already a subscriber? Manage your subscription online:

shop.kelsey.co.uk/myaccount

www.kelseyshop.co.uk

CLASSIFIEDS

Tel: 0906 802 0279

(premium rate line, operated by Kelsey Publishing Ltd. Calls cost 65p per minute, plus your telephone companies access charge.
Lines open Monday-Friday, 10am-4pm)

For complaints or any queries about the premium rate number, please call 01959 543723, available 9-5pm, Mon-Fri.

Email: cars@kelseyclassifieds.co.uk

Address: Kelsey Classifieds, c/o Talk Media Sales, Mini Magazine Classifieds, Kelsey Media, PO Box 13, Cudham, Westerham, Kent, TN16 3WT

DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue
London, EC1A 9PT www.seymour.co.uk

PRINTING

William Gibbons & Sons Ltd, Willenhall, West Midlands

Kelsey Media 2019 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part without permission is prohibited, except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit www.kelsey.co.uk or call 01959 543524.

If you have any questions, please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: data.controller@kelsey.co.uk or 01959 543524.



NEXT ISSUE ON SALE:
26 APRIL 2019



Part of the
Classics World Family
www.classicsworld.co.uk

WELCOME

**Kieran Baybutt's VTEC'd
Estate has got us thinking...**



Well, I can honestly say it's been a month of extremes for me, and was a great reminder of how great and diverse the Mini scene is. I've enjoyed getting my hands dirty, starting to sort the rust issues on my Riley Elf (see p94, and yes, I am determined it's going to make it to Himley Hall this year), while at the other end of the scale, chatted to Jamie Eglington about his pristine '92 Mayfair (p62). Minis don't come much cleaner.

Our cover car, Kieran Baybutt's superb Estate seems to have a foot in many camps - retro, hi-tech, big power, almost practical... We had trouble trying to define it, so gave up and agreed that it's just one inspired and inspirational build. You'll agree once you've read the story on p42.

For power of a more traditional kind, I went along to the Royal Agricultural Showground at Stoneleigh for Race Retro 2019. This show has always been a firm favourite, and this year's event was a must attend - the Mini was very well represented and we even got to enjoy the Rally Professor himself, Rauno Aaltonen, kicking off proceedings on the live rally stage in 977 ARX. We also bumped into a lot of friends old and new. See the full report on p28.



Elsewhere in this issue, you'll find a very special shorty, built by our friends at Specialist Components, a unique resto from Australia, plus an in-depth guide on cam timing.

Have we missed something? Do you have a story, an event or a Mini that should be featuring in the pages of *Mini Magazine*? If so, we'd love to hear from you. Until next month,

Gerard Hughes
Editor, Mini Magazine

EMAIL

minimag.ed@kelsey.co.uk



FACEBOOK

www.facebook.com/minimagazine



FEATURES

12 GET SHORTY

Despite its comical dimensions, there's a lot of very serious tech going on under the bonnet of the latest SC project car.

38 ON THE JOB

The Racey Brothers have never driven a Mini, but they didn't think twice when they got the chance to build their own.

42 SURF'S UP

Kieran Baybutt's Estate has the lot - VTEC conversion on nitrous, carbon Kevlar panels and a whole lot of cool.

50 BUCKLE DOWN

A true labour of love, this fantastic fastback Cooper S has been rebuilt to the highest standards.

62 KICKING UP A STORM

Once a rusting wreck, this immaculate Mayfair now turns heads and wins prizes wherever it goes.

MINI SCENE

20 NEWS

The latest Mini-related announcements including Calver ST on the move.

26 MOTORSPORT

The 77th Members Meeting announces exciting news for Mini fans.

28 RACE RETRO REPORT

The biggest show of the year for fans of Historic motorsport.

34 EVENTS

The events to look out for on this year's Mini calendar.

36 YOUR MINIS

Our pick of your cars.

69 THE OUTER LIMITS: DEEP SANDERSON 105

Jeroen Booijls takes a look at the Deep Sanderson 105 - radical, twin engined racer.



20 The latest from the Mini scene



26 Motorsport news



28 Race Retro 2019



FREE ADS

Find your perfect partner in our classified section. PAGE 107



36



38



62



69



EMAIL

minimag.ed@kelsey.co.uk



FACEBOOK

facebook.com/minimagazine



MINI TECH

75 HOW TO

Fitting a performance camshaft? We show you how to time it in accurately for the best possible power gains.

82 ASK THE EXPERT

Our tech experts answer all your Mini technical queries.

86 PRODUCTS

The latest selection of parts and goodies to lavish upon you and your Mini.

89 WORKSHOP

Worn out, leaking heaters won't demist your Mini, they'll steam it up - follow our step-by-step guide for maximum efficiency.

94 OUR MINIS

The latest from our Mini fleet, this time featuring Gerard, Joe, Stephen and Tim.

94

Project updates



89

Heater upgrades



75



Subscribe to Mini Magazine

Save money by selecting one of our subscription options. See page 102.





Classic Mini Styling



Quality Mini Parts you can trust!

Wheels

Wheels priced individually:

Ultralite and Superlight available in Silver, Black, Anthracite, Black with Red Stripe or Gold.

(Please contact us for availability)

Also Available in Wheel & Tyre Sets:

Set of 4 wheels with Falken (F) or Yokohama (Y) tyres.



Ultralite

6" x 10"	Each: £60	Set: (F) £430
5" x 12"	Each: £59	Set: (F) £433
5.5" x 12"	Each: £66	Set: (F) £479
6" x 13"	Each: £75	Set: (Y) £594
7" x 13"	Each: £77	Set: (Y) £600
7" x 13" ENKI	Each: £65	Set: (Y) £562



Revolution

6" x 10" Black/Silver	Each: £68	Set: (F) £469
5" x 12" Black/Silver	Each: £71	Set: (F) £505
6" x 12" Black/Silver	Each: £78	Set: (F) £528

Rose Petal

4.75" x 10" Black	Each: £100	Set: (F) £576
5" x 12" Black	Each: £96	Set: (F) £584
6" x 12" Black	Each: £100	Set: (F) £576

Superlight

5" x 12" Each: £72	Set: (F) £466
7" x 13" Each: £88	Set: (Y) £613

Cooper S Steel

Available in Silver or Old English White

3.5" x 10" or 4.5" x 10"	Silver: £62
3.5" x 10" or 4.5" x 10"	White: £67

Tyres

Falken Tyres



145/10 - SN807	£41
165/70/10 - FK07E	£52
165/60/12 - ZE914	£53
145/70/12 - SN828	£41

Yokohama Tyres



165/70/10 - A032	£67
165/70/10 - A008	£58
165/60/12 - A539	£67
165/55/12 - A048	£88
175/50/13 - A539	£78
175/50/13 - A048	£107

Nankang Tyres



145/70 R12 - NA1	£39
175/50 R13 - 72V	£64
145/70 R12 - Winter	£45

Dunlop Tyres

145/70 R10 - Weathermaster	£177
165/70 R10 - Aquajet	£143

Lights

Quadoptic Headlamps



Quadoptic H4 Halogen Conversion
From £44



Headlamps
H4 headlamp assemblies, includes headlamp bowl plus inner bezel, suit LHD or RHD

From £51

Pre '97 Mini

From £81

MPI headlamp Mini - with motor

From £58

Headlamp leveling motor - '97 on

£58

Valeo/cibie halogen unit

£69

Halogen crystal headlamp - Standard

£36

Halogen crystal headlamp - Angel eye

£45

Indicators

Early - push fit, amber

£7



Early - push fit, clear

£7



Mk3/4 - amber (screw)

£7



Mk3/4 - clear (screw)

£8



Mk5 - clear lamp '97-'01

£12

Side Repeaters

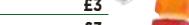
Clear type

£3



Amber type

£3



Rear Lights

Mk1 rear lamp RH/LH

Each £39



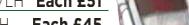
Mk2/3 rear lamp RH/LH

Each £51



Mk4 rear lamp RH/LH

Each £45



Rear lenses - Mk1/2/3/4

From £7

Lamp Kits

Rover Cooper Lamp Kit



4 lamps & 4 brackets

£389

Full kit: 2 drive lamps & 2 fog lamps

£389

Works

Lamp Bar Kit



Lamp bar, wiring, 2 Drive &

2 Fog lamps

£166

Works lamp bar kit

£60

Spot lights

Cooper drive lamp (inc wiring)

£77



Cooper fog lamp (inc wiring)

£77



Classic Style 5.5" chrome drive or fog lamps

Pair From £31

Classic style chrome driving lamps

Pair £59

Classic Style 5" stainless steel

Pair £75

drive lamps

Pair £37

Spot lamp s/steel

Pair £37

Fog lamp s/steel

Pair £24

Drive lamp kit - road runner

£46

Drive lamps rally giant

£46

Wheel Arches



Grilles

Internal or External Bonnet Release type



Cooper 8 blade

£48

Cooper lamp holes

£106

Mk5 wavy classic

£88

11 blade chrome

£91

Grille side surrounds

£12

Grille top surround

£20

Mk1 Austin wavy

£98

Mk1 Austin Cooper

£100

Mk1 Morris Cooper

£86

Mustache surround

£100

Mustache ends

Each £12

Clips mustache ends

Each £1

Internal bonnet release

£36

Cooper grille buttons

From £40

Mud Flaps



Genuine Rear Mini Logo Pair £38

Cooper Logo Pair £38

Mini Covers



Indoor/outdoor car cover £62

Indoor car cover £64

Saloon Indoor cover with zip door entry £132

Saloon outdoor cover with zip door entry £191

Traveller outdoor cover with zip door entry £374

Cooper indoor fleece cover £276

Steering Wheels



Moto-Lita Boss Kits Mk1, to '76 on £61

Black with cap or horn control £92

Moto-Lita Steering Wheels

Flat or dished spokes £155

13" Woodrim - Polished spoke From £155

12" Leather - Polished or black spoke £164

13" Leather - Polished or black spoke From £159

Other Steering Wheels

12", 13" Black Vinyl 3 spoke From £43

12", 13" Black Leather 3 spoke From £63

13.5" Woodrim 3 spoke From £79

13" Black Vinyl, Red stitching From £37

Boss Fitting Kit £18

Dashboards

Classic Style



2 Clock £155

3 Clock £164

Centre £18

Alloy £20

All combinations available.

RHD or LHD, Burr Walnut, Charcoal or Alloy finish From £146

Custom Consoles

Coloured vinyl, burr walnut,

carbon fibre look or Alloy.

Radio slot optional.

Available in all colours.

Consoles From £68

Armrest From £68

Boot liner set £88

Interior Accessories

Burr or Charcoal Interior Accessories



Door pulls **Pair From £52**

Window winders **Pair £53**

Door openers **Pair From £56**

Door cappings **Set of 4 £130**

Handbrake handle **£22**

Alloy Interior Handle Sets

Alloy 10 Piece handle set **£34**

Cooper handle set **From £285**

Exterior Handles

Mk1 set **£113**



Mk2 set **£171**

Mk3 set, early **£104**

Mk3 set, late **£60**

Gauges

 Extensive range of gauges by Smiths and Cooper Car Company. Available with black or magnolia faces, and chrome or black surrounds.

Smiths Gauges

52mm Oil pressure **From £53**

52mm Water temp **From £53**

52mm Voltmeter electric **From £53**

52mm 12hr clock electric **From £60**

80mm Rev counter **From £172**

Electronic centre speedo **From £479**

52mm Oil/water dual **From £82**

Smiths Centre speedo's **From £288**

Cooper Gauges

Cooper Voltmeter **£62**

Cooper Water temperature **£62**

Cooper Oil temperature **£62**

Cooper 12hr clock **£122**

Cooper Oil pressure **£87**

Gear Knobs & Levers

Gearknobs

Alloy with gear shift pattern **£11**

Alloy without gear shift pattern **£11**

Cooper 500 style 4 speed **£14**

Burr plain gearknob **£21**

Cooper alloy gearknob **From £40**

Gear Levers

Gear lever QuickShift kit - rod change **£34**

Gear lever QuickShift kit - remote change **£33**



Seatbelts

 Belts available in Black, Red, Blue, Beige or Grey

Inertia reel type

Front - Black **£32**

Rear - Black **From £33**

Front - Red **£45**

Rear - Red **From £45**

Front - Blue **£55**

Rear - Blue **From £45**

Front - Beige **£50**

Rear - Beige **From £52**

Front - Grey **£55**

Rear - Grey **From £52**



Static type

Front - Black **£27**

Rear - Black **£22**

Front - Red **£40**

Rear - Red **£36**

Front - Blue **£44**

Rear - Blue **£36**

Front - Beige **£40**

Rear - Beige **£36**

Front - Grey **£40**

Rear - Grey **£36**

Carpet Sets

Standard **From £29**

Deluxe **From £45**

Newton Commercial **Fr. £226**

Sound insulation kit **From £45**

All season Mini Sport tailored mat set **£24**

Cooper deluxe carpet mat set **From £43**

Carpet Mat Sets



All season Mini Sport tailored mat set **£24**

Cooper deluxe carpet mat set **From £43**

• Friendly Service • Helpful Advice • Worldwide Delivery • Trade Enquiries Welcome

Tel: **01282 778731** or visit: minisport.com

Mini Sport Ltd. Thompson Street, Padiham, Lancashire BB12 7AP
Mon - Fri 8:30am - 5:30pm Saturday 8:30am - 1:00pm

Keep up to date - Follow us



Seats

COBRA



Classic ranges available in 3 finishes.

Classic Vinyl **From £154**

Classic RS **From £266**

Classic GT **From £266**

Classic RSR **From £324**

Classic RS 40 **From £342**

Le Mans **From £448**

Le Mans Heritage **From £489**

Sebring Pro **From £668**

Stuttgart **From £451**

Classic Interiors



Complete seat cover sets, either match to original or choose your own design. Leather or vinyl, coloured piping, your choice. Designed to fit your original seats, full matched interiors also available.

Seat Cover Kits

Full kit **From £670**

Rear seats **From £381**

Front base **From £95**

Front squab **From £109**

Seat foams **From £31**

Rear squab frame **£157**



Interior Panel Kits

Mk1 Saloon **From £407**

Mk2 Saloon **From £407**

Mk3 Saloon **From £316**

Van Pickup **From £222**

Estate **From £658**

Monte Carlo **From £236**



Carpet Sets

Standard **From £29**

Deluxe **From £45**

Newton Commercial **Fr. £226**

Sound insulation kit **From £45**

All season Mini Sport tailored mat set **£24**

Cooper deluxe carpet mat set **From £43**



GENUINE COOPER CLASSIC MINI PARTS



LIMITED EDITION Steering Wheels

'Monza' Wooden or 'Silverstone' Leather rim Steering Wheel. Individually numbered 1-50. **£530 Each**

Quickshift Gearlever Kit - Black or Silver **£75**

Gear Knob Polish & Anodised - Silver **£45**

Gear Knob Polish & Anodised - Black **£45**

Interior Furniture Kit - Black or Silver **£340**

Door Pulls - Black or Silver **Pair £99**

Window Winder - Black or Silver **Pair £120**

Door Opener - Black or Silver **Pair £99**

Rocker Cover Buttons Engraved Logo - Black or Silver **Pair £55**

Rocker Cover Buttons Badged Logo - Black or Silver **Pair £49**

Dipstick Engraved Logo - Black or Silver **£45**

Dipstick Badged Logo - Black or Silver **£39**

Grille Buttons Engraved Logo - Black or Silver **Pair £47**

Grille Buttons Badged Logo - Black or Silver **Pair £40**

Handbrake Grip - Silver **£39**

Seat Tilt Knob Engraved Logo - Black or Silver **Pair £47**

Seat Tilt Knob Badge Logo - Black or Silver **Pair £40**

Red Metal Bonnet Centre Badge **£30**

Cooper Bonnet Stripes **Pair £36**

John Cooper Signature Decals **Pair £43**

Seat Extension Brackets **Pair £22**

Chrome Fuel Cap - Left or Right **£39**

Indoor Car Cover **£276**

Cooper Leather Key Fob **£9**

Stainless Steel Door Sill Edgings **Pair £41**

John Cooper Signature Badge **£20**

COOPER CAR COMPANY in association with Mini Sport Ltd.



The Paddy Hopkirk Collection in association with Mini Sport Ltd.

THE PADDY HOPKIRK COLLECTION



Brake Kits - 7.5", 8.4" & 8.4" vented **From £385**

Oil Dipstick Red or Black **£34**



Rocker Cover T-Bar Red or Black **£27**

Jerry Can Red, Silver or Green **£29**

Vented Umbrella Monte-Carlo Winner **£38**

T-Shirt - Blue, Red, White, Grey **£24**



TWIN KAM SHORTY

GET SHORTY

Words Holly Daffurn Photography Gerard Hughes

What do you build when you want to showcase your companies' growing range of top flight tuning gear? When you're John Kimmins, you build this...

One of John Kimmins' earliest memories is of piling into a deseamed Mini (both parents, two kids, all of their camping gear and a dog) to drive to the Isle of Man TT races. His Dad was an engineer and as a result, John was always fascinated by engines - modifying and rebuilding them from the age of 13. His parents had been into Minis for as long as he could remember. John always had the head off his Mum's MG Metro daily and was constantly playing around with it, so she barely got chance to drive it. This passion for engines has never faded, as is shown in his meticulous work.

CROWD PLEASER

The latest project from Specialist Components does more than simply showcase John's incredible engineering skills, it also proves that he doesn't take himself too seriously. You'd be hard pushed to find another ex-circus car with as much going on under the bonnet as this quirky little shorty.

"Our aim was to make people smile for Mini 60. The Mini has always been about fun and doing your own thing, so we really wanted to capture that spirit. This smart little car has a proper retro racer ➤



TWIN KAM SHORTY



TWIN KAM SHORTY

THE BUILD

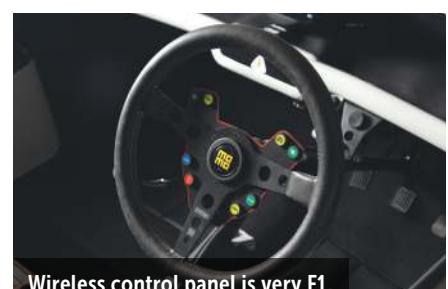
The shorty was converted in the 80s, and by the time SC got hold of it, it was rough. Lots of rust and sills over sills. Restoring strength to the roofless shell has meant replacing most of what lies beneath...



Interior is beautifully detailed with perfectly upholstered bucket seats, and that ultra neat rear shelf.



AIM data logger gives full functionality.



Wireless control panel is very F1.



"We thought we'd do something bonkers for Mini 60, but do it right..."

vibe with the SC Classic split rim alloys and wide race arches. Yet the proportions of width to suit the tiny length gives it a cartoonish feel. At shows people see the car and just smile, so we are achieving exactly what we hoped for. It's been brilliant. The initial response of most people is 'It's so cute' and 'Look at that engine - what is that?' Everyone loves it."

TRUE PERFORMER

The original car had been heavily bodged, with sills layered upon sills, but the shell was solid and left John and fellow engineer, Jack Durbidge, a sturdy base to

work from. Originally blue, the car was shortened and painted a vivid yellow in the 80s for its role in the circus. In those days it wasn't worth anything, it was just another £100 Mini and so they thought nothing of cutting it up. If you got your hands on that car now, it would be criminal not to restore it and take proper care of it.

With a workshop, just a stone's throw from the family home, John and his wife, June, work tirelessly but always offer the warmest welcome and approach everything with a great deal of humour and endless passion.



Black trim works well with the grey paint, and lets that orange anodising really scream out.

"We thought we'd do something bonkers for Mini 60, but do it right," John says. "It just happens to fit under our show marquee neatly too," says June.

The flawless bodywork is proof of how John, June and Jack don't do anything by halves. Bodywork may not be his speciality, but the results are impressive. If John Kimmings sets his mind on something, no corners will be cut.

BODY BUILDING

The bulkhead and doorbins are the originals, but the rest has all been rebuilt. They needed a front subframe, and with MkI subframes so tricky to get hold of, it wasn't an easy task. Luckily, a local guy, Will, was able to sort them out and helped them get hold of a steering column too.

It took three months of solid work for John to complete the car, but his evident delight when driving it shows that it

Only side on can you fully appreciate the comical dimensions...



TWIN KAM SHORTY

THE BUILD CONTINUED...



"I smacked the heck out of the panels to make them fit"

was all worth it. Even if he did have a serious amount of catching up to do afterwards! As soon as he laid eyes on the shorty he could picture it completed.

It was a complete nut and bolt resto, and there was a lot of rot to chop out. They made all the panels in their workshop. As an engineer John isn't a massive fan of doing bodywork and so doesn't tend to do it for clients. However, he did a great job on this project. "Getting doors to fit is horrific - I was so pleased that there were no doors on this one. I smacked the heck out of the panels to make them fit. If it'd had doors or a roof, I don't think I'd have finished it. There is thankfully much less metal than there could have been." Jack and John would lift up the whole body and take it outside to work on it, with John carrying it from inside the engine bay.

SHADES OF GREY

The car is finished in a one-off grey, and John reports that it took a lot of perseverance to get it right, as grey next to black often looks yellow or blue-toned but they got there in the end through a long process of trial and error.

They opted for black powder-coated trim because they have always used elements of black on their cars, and it's a helpful device in toning down the parts that they didn't make. It was powder-coated by local company, Aerocoat. 'Malcolm the Trimmer' made the seats and they are finished to perfection with the distinct line in the pattern falling precisely down the centre, zip closures and crisp defined edges.

It's hard not to notice but everything finished in that incredible screaming orange anodised finish on the car is a



With 130 bhp and minimal weight, the shorty is going to be an entertaining drive.



If it's orange, SC make it...

Specialist Component product, and it's a real show stopper. "It's a nice vibrant colour and is in our logo too," says John with a smile.

The Specialist Components range continues to grow and is a long way from the days when John left his job as an engineer at Lotus, before setting up his own business. In the early days, he designed components and had them shipped from Taiwan. He initially started with the basics, just making pipes and smaller items.

By 2007 he was able to outsource manufacture to a local business, before



eventually expanding and making everything in house.

SPLIT PERSONALITY

The shorty features a whole host of goodies that the company will happily supply for you. If you're still chuckling at those diminutive proportions, you won't be when John lifts the bonnet. A full house Twin Kam conversion with a



All of the fuel system is race spec.

ported K1100 head and billet throttle bodies tops off a 1380cc A-plus with forged pistons, SC tough crank, and SC H-beam rods. Beautifully finished with a body coloured shaved cam cover and a healthy dose of that orange anodising, John reckons it's good for a very healthy 130 bhp. People have asked why there is 'only' 130 bhp and John's answer is "with the same components in full sprint" ➤

TWIN KAM SHORTY

TECH SPEC

BODY 1965 MkI saloon. Shortened and roof removed. Windscreen and boot area cross braced and strengthened. Custom rear parcel shelf. Bumpers, grille and bright work all power-coated black by AeroCoat. One-off 3d printed bonnet badge. Body painted one-off grey with Specialist Components decals.

ENGINE 1380cc A-plus with forged pistons, SC tough crank, and SC H-beam rods. SC Twin Kam conversion with a ported K1100 head. Billet throttle bodies. SC D400 engine management kit. Body coloured shaved cam cover. Power: 130bhp.

TRANSMISSION Guessworks 'hybrid' four syncro A-plus gearkit in a magic wand casing. 3.44:1 four-pin diff, straight cut drop gears.

SUSPENSION SC billet top arms, adjustable bottom arms and tie rods. Beam axle with SC billet radius arms at rear. SC billet rear hubs and handbrake quadrants. ProTech Shocks adjustable dampers.

BRAKES SC Classic split rim alloys with Dunlop SP Sport 165/70R10 tyres.

WHEELS AND TYRES SC Classic split rim alloys with Dunlop SP Sport 165/70R10 tyres.

INTERIOR Custom made bucket seats trimmed in plaid fabric. Momo steering wheel with wireless push button control panel. AIM MXS 1.2 Data Logger.

spec we'd see 170+ bhp, but this one really doesn't need 130, let alone any more! The LT cams and 1380cc capacity make for a great all rounder."

The gearbox is a Guessworks 'hybrid' four syncro A-plus gearkit in a magic wand box - yes, the car features a magic wand shift as a remote change would have come up through the floor between the seats... The transmission also features a 3.44 four-pin diff and straight-cut drops.



"The idea was to keep it simple, like a MkI but with all the technology"

While there may be a lot going on under the bonnet, the shorty makes do with a whole lot less in another area - wiring.

ELECTRICKERY

There is a whole load of tech going on, and sitting behind the wheel and admiring those wireless controls behind the spokes is just the start. A communications port fits neatly in the hole that once housed the choke cable and the car features keyless ignition. "The idea was to keep it simple like a MkI but with all the technology. We wanted to show customers that you can use the tech

without being messy. " The car perfectly demonstrates just how far you can go with an ECU.

The Mini has an AIM dash. The ECU uses CAN bus (Controller Area Network) communications to send code through just two wires. The dash talks to the engine (to measure all of the vital functions) through these wires alone, which explains why the engine is so impressively clean. This is a beautiful example of why this vehicle bus standard was initially designed - multiplexing to save on copper.

So does this little car evoke the spirit of Mini 60? It combines a sense of playfulness with a smart aesthetic and a lot of personality. It couldn't be more Mini. Throw in some innovative tech and it paints an exciting picture of where the next 60 years could take us. 



Enjoying his creation, John Kimmins.



Brake components

Clutch & Gearbox

Cooling & Fuelling

Electrical

Engine & Mechanical

Steering & Suspension



Parts, tools and accessories since 1948. moss-europe.co.uk

SPECIALISING IN AUSTIN-HEALEY, CLASSIC MINI, JAGUAR, MAZDA MX-5, MG, MORRIS, TRIUMPH.

London
+44 (0)20 8867 2020

Bradford
+44 (0)1274 539 999

Bristol
+44 (0)117 923 2523

Manchester
+44 (0)161 480 6402

Paris
+33 (0)1 30 80 20 30

DYNOLITE
EUROPE'S CLASSIC MOTOR OIL

©Moss Europe Ltd, E&OE 2019



Mini Se7en - Highly-tuned 998cc engines, straight-cut dog 'boxes, 10x5" Minilite/GB wheels, Dunlop treaded tyres, modified subframes and uprated suspension, Cooper S disc brakes. The original formula.



Mini Miglia - Highly-tuned 1275cc engines, straight-cut dog 'boxes, 10x7" split-rim wheels, Dunlop slick tyres, Ohlins dampers, regulation Yellow Spot cones, four-pot brakes. The pinnacle of Mini circuit racing.

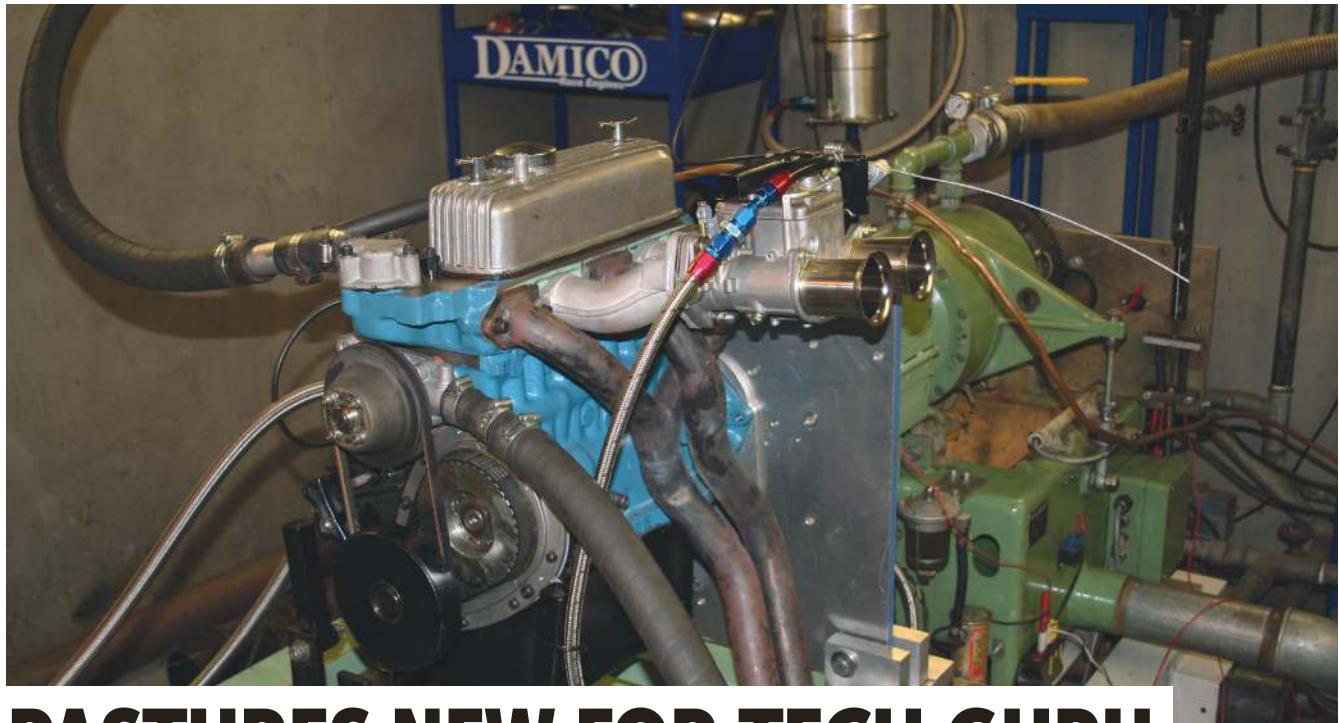


Mini Se7en S-Class - Lightly-tuned 1275cc engines, steel-body dampers, similar running gear to Mini Se7en, standard pedal boxes. The entry-level championship for DIY Mini enthusiasts.



Mini Libre - Unlimited A-Series engines, 10" wheels and slick tyres, highly-modified suspension and brakes, join the Mini Miglia grid with your existing trackday or competition Mini. The open class.





PASTURES NEW FOR TECH GURU

Calver Special Tuning and Damico combine in exciting new venture

After 20 years of operating from Malton, North Yorkshire, Calver Special Tuning are moving.

Damico Engines Limited owner Darren Snelling and Calver Special Tuning's A-series and Mini specialist Keith Calver have made the decision to join forces to boost productivity. Keith was impressed by Damico's dyno facility over a decade ago, leading to the pair working together on a

regular basis. Darren was looking to boost the potential of his company, and Keith wanted to devote more time to his own Minis, including his historic GT race car.

Damico Engines is situated in East Harling, Norfolk, no distance from Snetterton racing circuit and specialises in top quality and successful racing engines for all marques as well as all manner of restorations, from classics to current.

Damico supplies engines for the JCW MINI Challenge series, and will be supporting the BTCC in 2020.

You will still be able to purchase Calver ST's specialised products through the CST website, and technical help will continue to be readily available from Keith via email (keith@calverst.com).

The new endeavour will start operating on 1st April 2019. www.calverst.com

PADDY HOPKIRK

Launch of the new PH webstore

This newly launched site sells a wide variety of parts, memorabilia and product from Paddy's exclusive Mini range. From polished alloy rocker covers to a full range of accessories including decals, badges and cuff links. There are brake kits from 7.5s to 8.4s, as well as steering wheels, alloy gear knobs, quickshift kits, handles and so much more.

paddyhopkirkmini.com



A MINI WEDDING

Congratulations Chris & Jada

Congratulations to Chris and Jada Moss, who were married on 9th March in a Mini themed wedding. The line up on the day included Chris's Minivan, Wolseley Hornet and his Mini Cooper 'Shammy', as well as Jada's Mini Mayfair and her father's Lamm Mini convertible. The wedding was held at Doddington Hall in Lincoln. Chris and Jada met through the Bomber County Minis, they are both serving members of the RAF and are involved in the RAF Mini Club.





SWIND E

The Classic Mini goes electric

■ The Mini has been given an electrical update that combines a classic aesthetic with 21st century technology. Available to order immediately, the Swind E Classic Mini boasts nippy performance and sensational handling. It uses cutting-edge lithium-ion batteries to deliver a zero emissions top speed of 80 mph and a range of 125 miles. A full charge takes just four hours.

Available in both left and right-hand-drive, in six primary body colours with contrasting roofs. Interior highlights include USB ports, heated leather seats and windscreen, and underfloor heating. Custom-build options include ICE and nav systems, power steering, a full-length



sliding fabric roof and air con. Prices are from £79,000.

The Swind E is the brainchild of Swindon Powertrain's managing director Raphael Caillé. "The classic Mini has such a special place in people's hearts, not only in the UK but all around the world. The packaging of Sir Alec Issigonis' 1959 design was truly groundbreaking and now we are making it relevant again."

www.swind.life



CLASSIC MINI CHALLENGE

Updates from the top asphalt rallies

■ In association with Clitheroe and District Motor Club, Fuchs Lubricants are supporting a new championship for classic minis. It was created to fill a void left by other championships, coordinator Chris Woodcock has devised a format with simple class structure and the highest quality asphalt rallies around the United Kingdom, for contenders to demonstrate their skills and abilities. The next round is on the 21st April on the Warcop Military Ranges in Cumbria. The second race in the championship took place on 10th March for the Tour of Epynt with the following results: 1st Jim Brindle / Sam Bould 1 hr 17:34, 2nd Rick Ford / Neil Macdonald 1hr 18:34 and 3rd Barry Stenhouse / Suzanna Whalley 1hr 32:40. Rick is currently holding top championship position after two rounds, closely followed by Jim in second and Barry in third place.

<http://classicminichallenge.co.uk>





BMWs own 1959 was on Mini Cooper Klassiker Club's stand.



Real rarity - Spanish MkI



Freshly built Trickett Sprint shell.



RETRO CLASSICS 2019

Words and Photography Jeff Ruggles

Mini 60 fever hits one of Germany's largest indoor classic events

With Mercedes-Benz and Porsche as residents, Stuttgart in Germany already has fine credentials as a city for petrolheads. But from March 7-10, things were ramped up considerably as 90,000 visitors made their way to Messe Stuttgart exhibition centre for the 19th annual Retro Classics event. Make no mistake; this is a big deal, with over 4000 classic and collectible vehicles covering 140,000 square meters of show space – around three times the footprint of Rétromobile in Paris.

As you would expect, Porsche and Mercedes featured heavily on their home ground, while Hall 4 was given a BMW theme for the first time. This included a host of motorsport cars including the first BMW racing car, and from their own collection, a 1959 Morris Mini-Minor to celebrate 60 years of the Mini.

British cars of all makes were well represented at the event, but with a host of models never sold or seen in the UK, there was plenty to create intrigue. These included a rare Spanish market-only Authi

GT, unique in that it used a round nose shell. Scattered around the show were other continental Mini, including another Spanish plated car, a MkI and a great looking Innocenti Mini Matic.

And if you wanted to buy a car, there were a whopping 1700 scattered throughout the halls and outside, though some of the prices were eye-watering to say the least. Irmscher, a company well known for tuning Opel vehicles, have broadened their portfolio into car sales and even their stand featured a Minivan and a MkIII saloon.

The social element of this event is notable, with live music at night, plus a huge selection of food and drink. There was a good turn-out of cars clubs too, who were joined by trade exhibitors and prestigious dealers.

In Hall 8, Mini Club Munich had put on a great display which included a modified Moke with over 100 bhp, a Jap-import SPI, an Austin woody Countryman, an Inno Cooper 1300 Export and a mega-rare 1965 Mini

Wildgoose camper, again on loan from BMW's own collection.

In Hall 4, Mini & Mini Cooper Klassiker Club were displaying a freshly built Trickett Sprint shell, an Innocenti de Tomaso hatch, a lovely Blaze MkIII, a modified MkI and a Tahiti blue sportpack.

Electric classics were a small but notable part for the show, with a converted Mini by TL Classic catching our eye.

Next year's event takes place from February 27-March 1, for more details see www.retro-classics.de.





BEAULIEU SPRING AUTOJUMBLE

With support from the Mini Copper Register

■ Mini Cooper Register is to play a leading part in celebrating the 60th anniversary of the iconic small car at this year's Spring Autojumble at the National Motor Museum at Beaulieu to be held over the weekend of 18/19 May. The event welcomes over 15,000 classic vehicle enthusiasts from all over the world and will, itself, be celebrating 25 years of autojumble. To add to the festivities, MCR are putting together a display of 60 cars covering the entire

range of Mini production models spanning 1959 to 2000. Working with partners Mini Sports, the display will include a good selection of ex-Works Minis and some of their drivers. MCR's birthday celebrations, which run throughout the year, started at Brooklands Mini Day on 24 March and will culminate with the club's stand at the NEC Lancaster Classic Motor Show on 8-10 November. Highlight will be the club's own annual event, National Mini Day, back at

Beaulieu on Sunday 9 June.

The Mini Cooper Register was set up in 1986 with the twin objectives of preserving the name of the Mini Cooper and stimulating interest in the car and its history. The Register has grown over the years and now has over 2,000 members worldwide. Its remit covers both Classic Minis and modern MINIs

For more info on the Spring Autojumble, email minisixty2019@talktalk.net

CLASSIC MINI COSTA RICA

British cars in Central America

■ Every Sunday, members of the Classic Mini Club Costa Rica drive to the mountains to the North of San Jose. The club is only 26 members strong, but continues to grow.

Costa Rica has an interesting British Car Heritage, mainly due to the fact that the first railway was built by a British company in the late 1800s and early 1900s. The engineers that were in charge of the project eventually stayed in the country, bringing their cars with them. As a result, British car brands became immensely popular in Costa Rica in the

1900s, leading to an influx of imported British cars in the 60s. Local car dealers imported Land Rovers, Austins, Morris, Vauxhalls, Sunbeams, Fords and even Jaguars from the UK. Costa Ricans have a soft spot for Alexander Issigonis' creation and as a result Minis have had a healthy following in Costa Rica for many decades. George Blau is a key member of the club and a proud owner of an Isetta and a 1999 John Cooper Si numbered car, with 24,000 kms on the odometer that was purchased from John Cooper himself in 1999.



Heating & Aircon • Mechanical Parts • Interior • Braking & Clutch • Exhaust Systems



With over 20 years experience in the industry, the team at Car Builder Solutions have all it takes to supply your order correct and complete first time, every time. Operating from a 4400 square ft purpose built warehouse, we have a huge parts stock ready for next day delivery.

Fans • Switches • Electrical • Fuel Systems • Hoses & Clips • Trim • Mirrors

01580 891309 - 01580 448007 - info@carbuildersolutions.com
Redlands, Lindridge Lane, Staplehurst, Kent, TN12 0JJ



CELEBRATING 40 YEARS OF CLASSIC CAR INTERIORS

THE ONE STOP SHOP FOR ALL YOUR INTERIOR TRIM



COMPLETE SEATS



SEAT COVERS



CARPETS



PANELS



HEADLINING



ACCESSORIES

CONTACT US:

01728 832 880

sales@newtoncomm.co.uk

NEWTON
COMMERCIAL • EST 1979
CLASSIC CAR INTERIORS

Our **experienced** team have been offering **quality British manufacturing** for the last 40 years available to **ship worldwide**. Using **original production methods**, we manufacture Classic Mini interior trim to original factory specification using **original materials** and Mini grains. Our products are tried and tested and come with **easy to follow fitting instructions** or help from our team on how to fit a variety of products through our **technical helpline**. Free **no obligation quotations** are available upon request, including **free samples and catalogues** to get your interior looking brand new.

VISIT US ONLINE - WWW.NEWTONCOMM.CO.UK



Expect close, exciting racing from such a huge field.

SIXTY TO RACE AT SIXTY

Anniversary Year celebrations at Goodwood's 77th Members' Meeting

After announcing the Betty Richmond Trophy as a new fixture for the 77th Members' Meeting, Goodwood has been overwhelmed with demand for race entries. Therefore, it has decided to change the format, with two heats, each with its own qualifying session, now preceding the Betty Richmond Trophy, which takes place on Sunday 7 April. The new qualifying sessions and heats will happen on Saturday 6 April. With 2019 marking the 60th anniversary of Mini, it is fitting that Goodwood will now welcome 60 Minis to the Members' Meeting this year. These will be split into two 30-car qualifying sessions on the Saturday morning, before two 30-car heats on Saturday evening. The top 15 finishers from each heat will enter the final on Sunday afternoon.

The Betty Richmond Trophy was announced in November as a new race exclusively for pre-'66 Mini saloons and variants. It is named after the current Duke's grandmother Elizabeth 'Betty' Richmond. Her husband, Frederick 'Freddie' Gordon-Lennox, the 9th Duke of Richmond, turned the perimeter road around RAF Westhampnett into the Goodwood Motor Circuit which officially

opened in September 1948. As a friend of Mini designer Alec Issigonis, and an admirer of small, cleverly designed cars, he naturally took delivery of one of the first Minis in 1959, but it was Betty who fell in love with the car. The current Duke recalls her hurtling around the Goodwood estate in it but never being allowed onto the public road.

Goodwood's Matt Hearn said, "Interest in the Betty Richmond Trophy has been

incredible, with well over 100 great cars and drivers to choose from. We were poised to turn down a lot of fantastic cars, but we have managed to fit in two qualifying sessions and two heats into the schedule on Saturday. Clearly love for this British icon is unfaltering."

Tickets to the 77th Members' Meeting are selling fast, but still available to Goodwood Road Racing Club and Fellowship Members. 



THE ORIGINAL AND THE BEST

As the original equipment manufacturers to companies such as Rover, MG, Triumph, Jaguar and many others over the years, Tex has established an unsurpassed reputation for quality and service.

Today that quality remains evident in our Classic range of products, over 95% of which are manufactured in our factory in Oxfordshire on the original tooling.

Tex products range from wing and door mirrors, wiper arms and blades and accessories are all supplied as original accessories on most British cars in the 50s, 60s, 70s. Tex were fitted as original equipment to all British Leyland vehicles between 1974 to 1983.



Look for the original stamp when buying a product. We are the only manufacturers.



BUY ON LINE AT

www.motoringclassics.co.uk

OR PLACE YOUR ORDER BY PHONE ON 01993 707200

A GREAT BRITISH
BRAND
SINCE 1948

EVENT REPORT

RACE RETRO 2019

Words and Photography Gerard Hughes

Historic racers and rally cars, famous names from motorsport and live rally stage action, Race Retro 2019 brought it all to the heart of Warwickshire...



Race Retro is the must attend event for all fans of historic motorsport. Staged at the end of February at the Royal Agricultural Showground at Stoneleigh, Warwickshire, its winning formula consists of the best retro race cars and associated specialists over four halls, a live rally stage and an unbeatable ability to draw the great and the good from the

world of motorsport.

To be greeted in the entrance hall by the bright red Ogle SX1000 of Guy Loveridge, Mini fans knew they weren't going to be disappointed as they toured the packed halls of the show. Over 24,000 enthusiasts attended over the three days, to see an incredible mix of rally and racing cars, and special guests including British racing drivers John Watson and John

Fitzpatrick along with 'Rally Professor' Rauno Aaltonen.

On Saturday and Sunday, visitors were treated to two new Live Rally Stages with over 120 cars in action. The existing stage had been forced to move and, despite a steep learning curve on the first session on finding the prime viewing locations, the new layout proved very entertaining for both the drivers and spectators.

Friday morning saw a touching tribute to long time supporter of Race Retro, lifelong Mini fan and motorsport legend, Barrie 'Whizzo' Williams, who sadly passed away in September 2018. Rather than a minute's silence, visitors were encouraged to participate in a minute's applause, which better reflected Barrie's fun loving personality. 





Deep Sanderson 301 Coupe

As is usual for race Retro, there were some real rarities on show. The Deep Sanderson 301 was the brainchild of Chris Lawrence and was the first car designed to use a rear mounted Mini engine and gearbox. This Coupe was the first built and featured an aluminium shell made by Williams and Pritchard. Featuring a Downton-tuned 998cc engine, it was campaigned at Spa, Nurburgring and at events in the UK, and two appearances at Le Mans.

Restored in 2005 by Lawrence, it has since appeared at Goodwood, and has returned to Le Mans twice.



EVENT REPORT



Mini Magazine Rally Car

It was great to see an old friend of the magazine taking to the live rally stage with new keeper, John Partridge, behind the wheel. The Mini Magazine rally car was first campaigned by Terry Colley back in the 90s, and MM's designer at the time, Sarah Heppenstall, came up with the distinctive livery.

Terry had acquired the Mini ready built to GpN spec from the Plant Brothers in January 1998, after they had successfully completed the 1997 Rally of Australia. Terry developed the Mini to International GpA spec. That's a long way from how John found the Mini in 2012, hidden under a tarp in Scotland. By the time he took ownership in 2013 the Mini was in terrible condition. After a five year resto, it has quite a story to tell - which we'll bring you in a future issue.



Rauno On The Live Stage

It seemed fitting in the Mini's 60th Anniversary year that activity on Race Retro's Live Rally Stage should be kicked off by a famous Mini with an equally famous rally driver at the wheel. So when the flag fell for the off, it was Rauno Aaltonen, the Rally Professor, at the wheel of the ex-Works 997 Mini Cooper 977 ARX that powered off from the line. 977 ARX gave Aaltonen his first international success in the Mini, taking him to fifth place overall, first in class on the 1962 RAC Rally and third overall, first in class on the 1963 Monte Carlo Rally.

The Cooper is now under the stewardship of Patrick Walker (driving, right), who acted as Rauno's co-driver on the day.

EVENT REPORT



Under The Hammer

The Mini was well represented at the Silverstone auctions event within Race Retro, and if the hammer prices are anything to go by, Minis prices are holding strong.

Potential bidders were greeted by an impressive line up - a 1966 Mk1 Morris Cooper in Navy Blue, a 1964 Mk1 FIA-spec Mini Cooper S and a stunning 1964 Austin Mini Cooper 970 S. The first two were prepped and ready to race. They were sold at £30,375, £38,250 and £33,000 respectively.

Rubbing shoulders with the more exotic machinery in the upstairs hall was the 1976 TransXL International works Mini Marcos. Complete with 1480cc A-series, it also featured fully rose-jointed suspension, a special rear axle and magnesium brake callipers. The £5738 hammer price sounds like a bit of a steal...



Bull Motif Mini Spares

The perfect place to find all your Classic Mini Spares and Parts



PARTS AND ACCESSORIES FOR THE CLASSIC MINI FROM 1959 - 2000

WE STOCK ALL HERITAGE MINI PARTS

MANUFACTURER - WHOLESALER - RETAILER

OPENING HOURS: MONDAY TO FRIDAY 9AM - 5PM - ONLINE 24HRS A DAY

UK AND WORLDWIDE MAIL ORDER

• TEL 01242 609598 - 4 LINES • FAX 01242 609061 • EMAIL info@bullmotifminispares.com

www.bullmotifminispares.com

BRITISH MOTOR HERITAGE APPROVED. SHOP ONLINE WITH OUR NEW EASY SEARCH FACILITY

STEERING & WHEEL BEARINGS

RHD STEERING RACK (NEW)	65.94
TRACK-ROD END	3.98
TRACK-ROD END (ROVER)	15.11
TRACK-ROD END (LONG)	7.14
RACK GAITER KIT (EARLY 4.5" TYPE)	8.34
RACK GAITER KIT (LATE 2 SIZES)	
FRONT WHEEL BEARING KIT (DRUMS)	13.14
FRONT WHEEL BEARING KIT (DISCS)	13.74
FRONT WHEEL BEARING KIT (DISCS) TIMKEN	50.34
REAR WHEEL BEARING KIT (TO 96)	14.10
REAR WHEEL BEARING KIT (TO 96) TIMKEN	45.54
REAR WHEEL BEARING KIT (MPI) TIMKEN	45.54



FUEL

ELECTRIC FUEL PUMP (SU)	.88.26
MECHANICAL FUEL PUMP	58.74
MECHANICAL FUEL PUMP	58.74
MECHANICAL FUEL PUMP	60.00
SALOON FUEL INJECTION (CARB)	287.00
SALOON FUEL INJECTION (SECTION)	343.13
VAN FUEL INJECTION (FLOOR)	257.21
HORN (PLASTIC JET)	343.14
RB (WAXSTAT)	343.14
RB	415.14
4 CARB	415.14
WIN H4 WORKS CARB KIT	1260.00



HEADLAMPS

WIPAC QUADOPTICS (RHD) PAIR	40.20
WIPAC QUADOPTICS (LHD) PAIR	55.14
HALOGEN LIGHT UNIT (REPLACES SEALED BEAM)	10.74
OUTER CHROME RIM	9.30
PLASTIC BOWL KIT	14.10



CARPETS

PREMIUM SET THICK PILE	FROM 98.34
NEWTON COMMERCIAL MOULDED SET	191.94

OIL PUMPS

PIN DRIVE (850-1100)	16.74
PIN DRIVE (COOPER S)	118.74
STAR DRIVE (1300)	16.38
SLOT DRIVE (998 A+)	15.54
SLOT DRIVE (1300 A+)	16.74



SHOCK ABSORBERS (KYB)

STANDARD OIL	14.70
GAS	27.54
GAS-A-JUST	33.54



OIL COOLERS

10 ROW	41.94
13 ROW	29.94



ALTERNATORS

45AMP (69-80)	43.14
70AMP (80-96)	59.70
80 AMP (96-00)	101.94



COOLING

RADIATOR (3-CORE) 59-91	61.80
RADIATOR (91-96) 1275CC	79.14
RADIATOR (MPI 96 ON)	87.54



EXCLUSIVE MINI MAGAZINE OFFER:

4 X FALKEN 165/60X12 TYRES @ £165
FREE DELIVERY TO THE UK
QUOTE CODE QOFF120



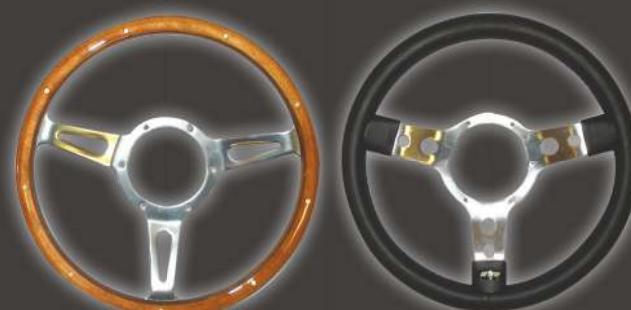
MINI TRAVELLER TIMBER

WE MANUFACTURE MINI TRAVELLER WOOD KITS - THE
BEST QUALITY ASH AVAILABLE.....£718.80



OVER 6000 PART NUMBERS NOW IN STOCK!

**MOUNTNEY STEERING
WHEELS IN STOCK**



IGNITION

COIL (NON-BALLAST)	15.54
COIL (BALLAST)	17.94
COIL (ELECTRONIC IGN).....	21.60
COIL (MPI)	60.00
SPORTS COIL (NON-BALLAST)	20.34
SPORTS COIL (BALLAST)	20.34
HT LEAD SET (SIDE-ENTRY CAP)	10.74
HT LEAD SET (PUSH-ON TO 96)	11.94
HT LEAD SET (MPI)	13.14



BRAKES

MASTER CYLINDER (COOPER S METAL TANK)	71.99
MASTER CYLINDER (DRUMS METAL TANK)	72.00
MASTER CYLINDER (PLASTIC TANK)	44.10
MASTER CYLINDER (DUAL CIRCUIT 85-88)	72.90
MASTER CYLINDER (88 ON SERVO TYPE)	83.94
8.4" SOLID DISC	8.99
7.5" COOPER S DISC	22.74
7" 997/998 COOPER DISC	44.34
VENTED DISC	17.40
SPACERED DRUM	14.99
PLAIN DRUM	11.16
MK1 COOPER S SERVO	356.34
MK2/3 'S' & GT SERVO KIT	155.94
CALIPER (84 ON)	58.71
CALLIPER (COOPER S) GENUINE	167.94

ALDON DISTRIBUTORS

100AY, 100AR,	138.00
100AYP, 100ARP, 100AYV	162.00
40819 COOPER S	162.00

WIPERS

WIPER MOTOR DR3A MK1 (EXCHANGE)	160.00
WIPER MOTOR MK2 ON (67-00)	17.00
WIPER BLADE 10" TEX TYPE (STAINLESS)	7.14
WIPER BLADE 11" TRICO TYPE	7.14

WINDSCREENS

FRONT CLEAR LAMINATED	37.14
FRONT TINTED LAMINATED	40.74
HEATED REAR SCREEN (CLEAR)	70.92
FRONT BLUE TOP TINT LAMINATED	45.54
FRONT MPI TINTED LAMINATED	72.60
HEATED REAR SCREEN TINTED	68.34

MOUNTINGS

ENGINE (MANUAL)	3.06
ENGINE (MANUAL WITH CAPTIVE NUTS)	3.78
ENGINE (AUTOMATIC LH)	12.60
ENGINE (AUTOMATIC RH)	23.40
FRONT SUBFRAME (FRONT)	2.64
FRONT SUBFRAME (REAR)	2.86
FRONT SUBFRAME TOWER (UPPER)	3.55
FRONT SUBFRAME TOWER (LOWER)	5.88

ALL MINI WIRING LOOMS NOW STOCKED

SUSPENSION

KNUCKLE JOINT (ALL REAR & FRONT TO 1990)	3.12
KNUCKLE JOINT (FROM 1990 ON)	29.40
BALL JOINTS (PAIR)	6.18
TOP ARM REPAIR KIT	12.12
RADIUS ARM REPAIR KIT	10.07
NEW RADIUS ARM (DRY)	281.76
RUBBER CONE	40.62
FRONT STRUT	NA
TIE-ROD BUSH	0.72
LOWER ARM BUSH (64 ON)	1.56

BODY SEALS

FRONT SCREEN (59-90)	9.90
FRONT SCREEN (91-00)	13.14
REAR SCREEN (67 ON)	9.00
CHROME LOCKING STRIP	3.72
DOOR SEAL (59-69)	10.50
DOOR SEAL (69-86)	11.94
OPENING REAR LIGHT (59-69)	6.60
OPENING REAR LIGHT (69 ON)	7.68
FIXED REAR LIGHT (69 ON)	10.74
BOOT LID SEAL (59-88)	10.08
BOOT LID SEAL (88 ON)	9.00
BODY SEAL KIT (71-88)	49.00
BODY SEAL KIT (88 ON)	49.00

HERITAGE BODY PANELS

MK1 INNER A PANEL	75.73
MK1 OUTER A PANEL	39.70
MK3 A PANEL	24.42
FRONT WING (ROUND FRONT)	110.51
FRONT WING (CLUBMAN)	123.18
FULL SCUTTLE	145.40
HEELBOARD COMPLETE	81.83
OUTER SILL (MK3 SALOON)	43.62
DOOR SKIN (MK1 & MK3)	93.06
MK1 BOOTLID	348.95
REAR SUBFRAME (WET)	464.10
REAR SUBFRAME (DRY)	464.10
FRONT PANEL (ROUND FRONT)	203.54
FRONT PANEL (CLUBMAN COMPLETE)	253.58
BONNET (CLUBMAN)	185.96
BONNET (ROUND FRONT)	191.92
FRONT SUBFRAME	494.62
REAR VALANCE	59.83
REAR PANEL (LOWER HALF)	232.63

ALL MAGNUM BODY PANELS ALSO IN STOCK

SMITHS GAUGES NOW IN STOCK

**STAINLESS STEEL BUMPERS AS
ORIGINAL NOW IN STOCK £58.80**

TYRES

145/80X10 FALKEN	35.94
145/70X12 FALKEN	36.90
165/60X12 FALKEN	44.39

MINI PAINT - WE STOCK ALL COLOURS IN AEROSOLS AND TOUCH UP PENCILS

**SPECIAL OFFER FOR A LIMITED PERIOD ONLY
FREE UK DELIVERY ON MOST ORDERS - SEE ABOVE
WEBSITE ORDERS ONLY - SUBJECT TO POSTCODE
PLEASE CHECK WEBSITE**

**UNITS 5&6 ISBOURNE WAY, WINCHCOMBE, GLOUCESTERSHIRE GL54 5NS,
9 MILES FROM JUNCTION 9 OF M5**

Events

BOOK YOUR MINI ACTIVITIES WITH OUR COMPREHENSIVE MINI SHOW LISTINGS!

■ 7th April

Malvern Festival of Transport

The Festival of Transport incorporates three separate events – the Malvern Classic Car Show, the Malvern Classic Motorcycle Show and the Malvern Mini & Spares Day. Featuring over 400 vintage, classic and modern classic vehicles, and club stands.

www.threecounties.co.uk

■ 3rd-5th May

Donington Historic Festival

Firmly established as a major fixture on the international historic racing calendar, this event attracts thousands of spectators, hundreds of world-class historic racing cars and huge numbers of classic car club displays.

www.doningtonhistoric.com

■ 5th May

2019 ECMC Spring Charity

Mini Run

The annual charity run with the East Coast Mini Club heads from Kings Lynn to Stonham Barns, taking you through some of the most beautiful Norfolk and Suffolk countryside.

www.eastcoastmini.club

■ 5th & 6th May

MK1 Action Day 6

The best Mini based "open track" event of the year at Blyton Park. With over 50 fantastic cars on the track each day and countless other classic Minis on display. Including prizes and special guests.

mk1-performance-conversions.co.uk/action-day.htm

■ 3rd-6th May

CMC Riviera Run

Featuring a drive in movie, rolling road, tuning tent, show and shine, Mini rocker racing and entertainment for the children. There is also the Sound off Loudest Exhaust & Stereo Competitions and prizes for the best fancy dress too.

www.cmcrivierarun.co.uk/

■ 12th May

Festival of 1000 Classic Cars

The first Festival of 1000 Classic Cars at Cholmondeley Castle is a

relaunch of the May event Classic Shows previously ran at Cholmondeley.

www.classicshows.org

■ 12th May

British Mini Day

British Mini Day at Himley Park showcases a wide range of Mini products including parts, accessories, graphics, clothing, collectible models and more. Enter your Mini into the BMC Mini 60 Decade Display to create a stunning timeline of Minis with prizes available in each decade. Also a great place to buy or sell Minis.

britishminiclub.co.uk

■ 19th May

London to Brighton Mini Run

London to Brighton Mini Run is arguably the largest one make car show in the world. With 2100 cars in attendance, the event is further supported by around 400-500 additional Minis who use the many public car parks in and around Brighton.

www.minispares.com/

■ 25th-27th May

Minis on the Prom 2019

Many choose to make this an all weekend event. Travel up in convoy from Cardiff Gate B and Q at 9:30am or just turn up on the Sunday to Aberaeron's picturesque harbourside for the main events including show and shine, charity raffle, club events and more.

www.thomasclassicandmodern.com

■ 9th June

MC's National Mini Day at Beaulieu

A perfect opportunity to see some of the country's best and rarest Minis in displays organised by the club's registrars. With lots of Mini parts



restore • modify • enjoy
mini
magazine

GET LISTED

Email minimag.ed@kelsey.co.uk
to let us know about any upcoming events.



specialists, autojumble stands and private traders. The Mini Cooper Register Rally is renowned for the quality of its concours competition which will return in 2019.

www.beaulieu.co.uk/events/minicooper-register-rally

■ 4th-7th July

Festival of Speed

Held in the beautiful parkland surrounding Goodwood House, the Festival of Speed is a celebration of motorsport. Giving you the perfect opportunity to get up close to the cars and bikes as they blast up the Hillclimb track and enjoy unrestricted access to the machines and the drivers who made them famous.

www.goodwood.co.uk

■ 20th-21st July

Brands Hatch Mini Festival

Mini racing featuring both classic and modern iterations. Off track there will be plenty of entertainment surrounded by every kind of Mini imaginable with club displays, trade stands, a Sunday track parade, live music and more!

<http://www.brandshatch.co.uk/>

■ 4th August

National Metro & Mini Show

The British Motor Museum's National Metro & Mini Show promises to be an action packed

show for all enthusiasts. Visitors to the Show will also be able to explore the Museum's collection of over 300 historic British vehicles dating from the 1900s to the present day and camping will be available for the weekend.

www.britishmotormuseum.co.uk

■ 8-12th August

IMM Bristol

The International Mini Meeting is one of the most anticipated and highly awaited annual Mini Events which only visits the UK every 5 years. From midday on Thursday 8th August, the gates will open at Washinglepool Farm, Easter Compton, Bristol. This year, day visitors are allowed on the Sunday to take part in the birthday celebration for Mini's 60th birthday.

imm2019.co.uk

■ 18th August

MITP

With a new venue for 2019, this year's Mini In The Park takes place in Mallory Park. Including Pride of Ownership, The Great Mini Bake Off, a display of 60 very special Minis, 55 years of the Mini Moke display, the retail village, club displays, drag demos, Run What Ya Brung and track time sessions on the new Mallory circuit – featuring the tightest hairpin in the UK.

www.minishow.co.uk



www.sealey.co.uk



We have extended our Lighting Range



See our website for full details



New Catalogue
for 2019/20

ALL THE TOOLS YOU NEED

RETIREMENT RESTO

Name: John Lee

Car: 1962 Austin Cooper 997

Location: Flecknoe, Warwickshire

John has owned this Surf Blue Austin Mini Cooper since 1981, and has spent the last three years since retirement lovingly restoring it back to its former glory. The car had been garaged for 25 years and virtually the whole of the lower half needed replacing. Fortunately, the engine was sound, but John decided to convert it to unleaded. He was keen to keep the car as close to the original as possible, and so has only replaced the parts that couldn't be refurbished or cleaned up. It even has the original interior, with the exception of the front seat covers and carpets. John and his wife Jane are looking forward to taking the Mini out as the weather gets warmer.



Lots of rot - and evidence of earlier repairs...



The Lees enjoy getting out on the road in their Cooper.



TO ME, TO YOU

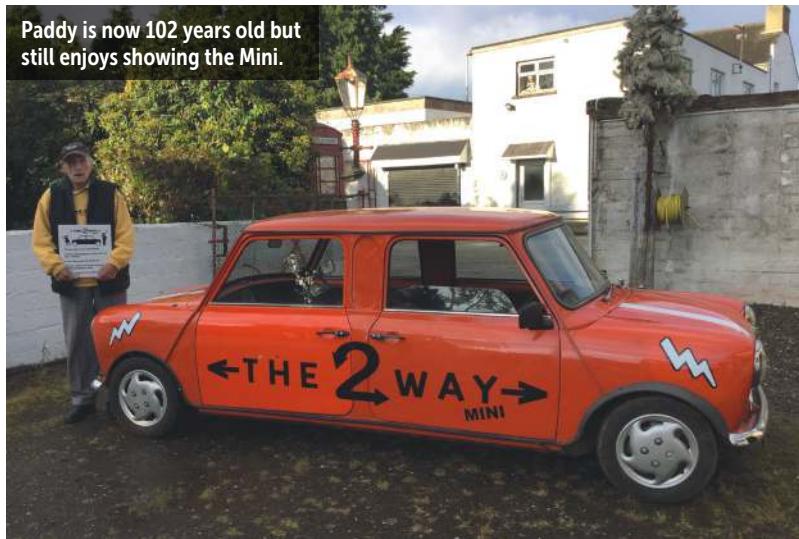
Name: Joe Gillespie

Car: Two way Mini

Location: County Tyrone, Northern Ireland

This quirky little creation certainly grabs attention wherever it goes. Joe's dad (pictured) and brother-in-law made the brave decision 25 years ago to cut two Minis in half and join them together. It's quite the talking point at shows and is still going strong all these years later. What started off as a bit of a laugh and an experimental project, actually has some functionality- the car still drives in both directions. Joe's Dad, Paddy Gillespie, is 102 years old and is a bit of a character. Both are regulars at shows around Northern Ireland and Donegal.

Paddy is now 102 years old but still enjoys showing the Mini.



WIDE RIDE

Name: Richie C

Car: Fortech kitted Mini

Location: New Jersey

Richie has owned this car since March 1971. Originally a 998cc automatic with hydrolastic suspension, Richie had hoped to keep it this way but the prices of new displacers forced a dry conversion. Much of the work has been done by Richie, but his longtime friend Peter McCarthy from Midnight Auto is always on hand whenever he gets into trouble. The car has been painted five times, and the floors and sills have been replaced three times in the last 50 years. The car only comes out for shows. The last resto (in 2014) took nine months and a serious cash injection. The car now sports Cooper disc brakes, Carrera adjustable shocks, 6x10 Revolution wheels, Fortech body kit, Paddy Hopkirk seat kit and remote shifter, a four-point rollcage, House of Color custom paint and tinted glass.



HEDGE FIND

Name: Kenny Hedges

Cars: 1982 HLE

Location: Swindon, Wilts

Life long Mini lover, Kenny, found this HLE rotting away on someone's drive. After cutting away the bush that was growing up through the floor and around the body of the car, Kenny dragged it up onto a trailer and took it away. Kenny has done all the work himself. Stripping it right back to the bare shell before welding in a whole new front, floors and sills. The car has a Mini Sport 1400cc Stage 2 A-Plus engine, twin 1.5 inch SU carbs, Titan rockers, a handbuilt interior (including Alpine ICE), Hi Los, Spax dampers, Mini Sport billet callipers, and chrome Superlites. In total the build has taken 17 years to date.



Kenny has owned the Mini for 17 years and has continually improved it.



ON THE JOB

PROJECT PROFILE

THE OWNERS

NAME: Gregory and Benjamin Racey
AGE: 20
OCCUPATION: Arable farmer and chef
LOCATION: Cambridgeshire

THE CAR:

CAR: '94 Mini Mayfair
START CONDITION: A shell
CONDITION NOW: All bodywork complete, engine refitted, rear subframe complete.
TIME TAKEN SO FAR: Started in April 2017
ESTIMATED TIME OF COMPLETION: Hoping to finish it in time for Himley this year!



ON THE JOB

Words Holly Daffurn Photography Gerard Hughes

Boy Racers

Would you be happy to tackle a ground up restoration on a car you've never even driven? The Racey brothers were

Building your ultimate Mini takes a serious amount of commitment, and one that the Racey brothers have embraced wholeheartedly. It's a great leap of faith considering this will be their first time behind the wheel of a classic Mini.

Cambridgeshire twins Gregory and Benjamin Racey have never driven a classic Mini before yet they are putting every free minute and spare bit of cash into their own build.

They are doing it all by the book - literally, a well-thumbed copy of the Haynes manual is always within reach and has given them all the instruction

they need. They are buying quality new parts and taking no short cuts - working on it every day, sometimes together but often alone. When it comes to deciding how the car should look and what parts to go for, it just seems to happen.

They have the same vision in mind and tend to agree on the big decisions. The finished car is going to be flawlessly traditional, and it is this meticulous attention to detail that really grabbed us. Everywhere you look, the brothers have added neat touches - the Mini's suspension has been mildly upgraded with adjustable tie rods, adjustable camber brackets on the back

and it has been poly bushed throughout. Standard brakes have been sharpened with braided hoses, and under the bonnet, the rocker cover has a crackle finish - subtle, but just enough to reflect the careful thought that's gone into this Mini so far.

It would have been a very different story had their Dad kept ownership of it. He had plans to strip it, install a rollcage and rally it. The project is a brave move when you consider their lack of experience behind the wheel, but something tells me that they are going to love driving it as much as they have loved building it.

ON THE JOB

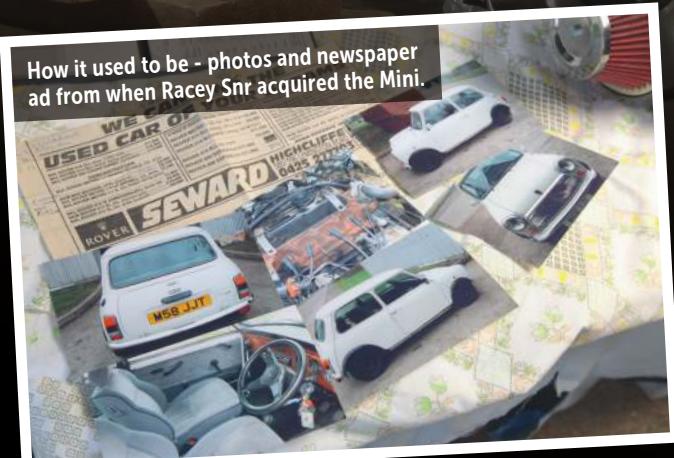


GET FEATURED

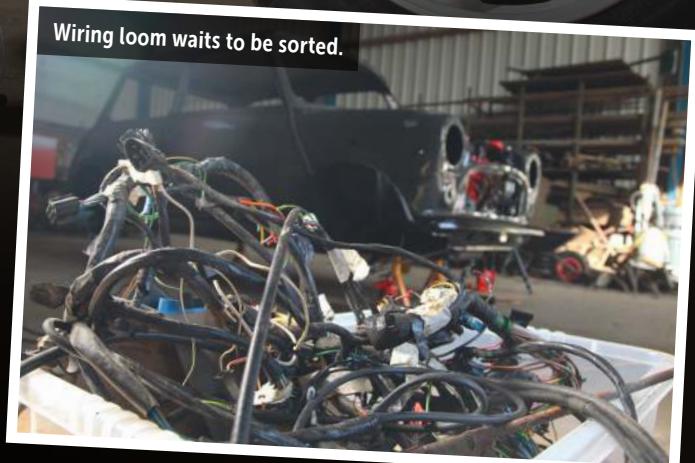
Want to get featured?
Send photos of your project to:
minimag.ed@kelsey.co.uk



How it used to be - photos and newspaper ad from when Racey Snr acquired the Mini.



Wiring loom waits to be sorted.



Rear subframe and suspension complete.



How did you get into Minis?

Through our Dad. His first car was a Mini Metro. He wanted a white or blue one but his Dad brought home a yellow one. Not that he minded. His mates didn't even take the mick, it was a car after all and he was the first to take his test.

What was the first rebuild/restoration project you took on?

This one... and the way this is costing it might be a one off!

Do you have any other Minis?

No, but Dad has a '53 plate Cooper. He did the boy racer bit and changed the exhaust on it to a Hornet, so it's pretty loud.

Where did you find this Mini?

Our Dad bought it for himself to restore, but in the end it was too much work for him (he's also a farmer - Dad and Gregory work on our farm together). We begged him to sell it to us and he did. Now he helps us out with the big jobs. It was Diamond White initially. Dad went to see it and it started on the key, so he drove it home that day. He gutted it but that was as far as he got. It used to belong to our Mum's old school friend. It

The boys want traditional, but there's already tons of personality creeping in.



Pristine shell is long way from where the Brothers started.

was only four miles down the road. The MoT had run out, so it had just been left on the drive. The lady who owned it had been a sex ed nurse, so there were a lot of condoms under the back seat!

How did you start the rebuild?

By getting rid of the stonechip on the floor. It took two solid weeks of hard work, grief and wire brushing.

What have you done to the body?

In September 2018 we took the shell to the bodyshop and had the panels replaced (front, back quarter, passenger, inner and outer sill). We had a new floor put in, new door skins and a new boot lid as it was all rotten. We also had to have the side straightened out - it looked like it had been involved in quite an accident. We had it taken back to bare metal. Initially, we were

quoted £10k, but we went elsewhere and got it all done for £4k in the end. We had all the panels blasted. He jigged it all, straightened it out and painted it. We were really pleased with the job.

What job is up next?

Getting the engine running. We want to focus on the mechanical bits. Today, we're going to do the wheels and the driveshaft so that we can move the car around the shed.

Do you have any concerns about tackling this as a first rebuild?

Something major going wrong - like the engine not running properly.



Black retro interior sticks with the theme.

Stripped, blasted and painted inside and out - top quality work.



Were there any difficulties?

We had a real nightmare with the engine. It was a non-genuine engine mount - it felt like it was an inch too thick! It took five of us to get it in. In the end, we dropped it in with a forklift truck. There are benefits to having your shed on a working farm!

Gregory initially put the driveshafts on the wrong side. So we learnt from that. We're doing everything really carefully, as it is our first time but we are really enjoying it and have learnt so much from the process.

What sort of style are you going for with this car?

We want a modern interior. We haven't started looking for a steering wheel yet, but

we're going for an all black leather interior (including doorcards) with Cobra bucket seats. The whole interior was from Optimus.

Where does your inspiration come from?

We do a lot of research and just see what we like. We get a lot of ideas from Instagram and YouTube, and advice from Facebook. Most of the practical build tips are from the Haynes manual.

What about the paintwork? We can see this isn't an original colour...

No, we're going for Yukon Grey with a black roof. We did consider going blue, but you rarely see grey ones. We saw an image online and knew that was the way to go.



Parts are lined up everywhere, ready to refit.



What else can you tell us about the intended spec of the car?

It's currently rolling on Rover Cooper alloys, but we're going to fit 5.5x12 inch Superlites in black. For tyres, we're going for Yokos. We're keeping the wheel arches standard. For suspension, we're going to go for Mini Sport's Adjusta Rides. And for the brakes, we are going to keep the original servo, with standard 8.4 inch discs on the front and drums on the rear.

What engine modifications?

There is a 1275 Stage I kit that was in when Dad bought it.

What are your plans for the Mini once it is finished?

We're going to share it between us. We'll run it all year round and we want to actually drive it, not just wheel it out for shows.

What is it about working on Minis that you like?

We really enjoy working on the engine and all the mechanical stuff.

What would be your ultimate project?

This is it!

FINISHED SPEC

BODY: Yukon Grey with a black roof

ENGINE: 1275

TRANSMISSION: Manual

SUSPENSION: Mini Sport Adjustarides

BRAKES: Standard 8.4 discs on the front and drums on the rear

WHEELS: 5.5x12 Superlites in black (with Yokohama tyres)

INTERIOR: All black leather



RETRO ESTATE



SURF'S UP

Kieran Baybutt's super smooth Estate wouldn't look out of place with a couple of long boards on the rack, but this is no boulevard cruiser

Words and Photography Jon Cass

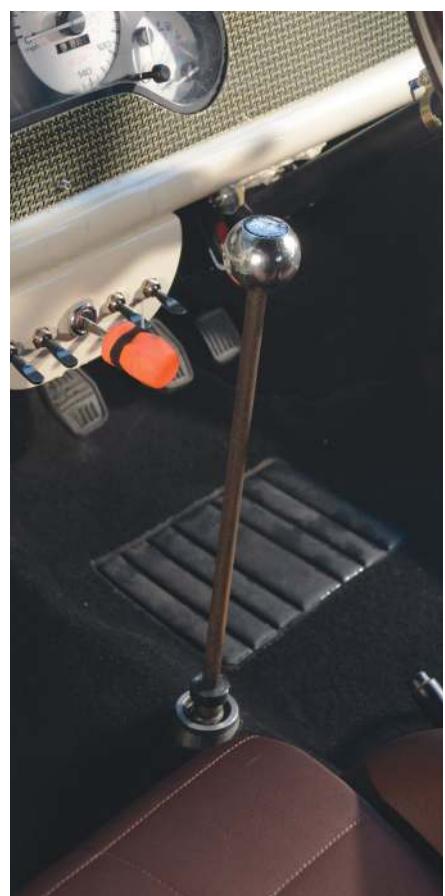
We've heard the name KJB fabrications mentioned in previous features at Mini Magazine, but this is the first time Kieran Baybutt, the proprietor of that highly respected business has actually had his own car appear on these pages. The project has taken him a full five years to complete and we guess that's probably down to him being so busy working on everyone else's cars!

Well known for their B16A2 and B18c4 Honda VTEC conversions - and as the name suggests along with the



RETRO ESTATE

Interior is dominated by that custom eight-point rollcage - looks great but also stiffens the shell.



associated fabrication work involved - KJB has quickly become the go to guy in the North West when it comes to VTEC Mini transplants. Over the years, the B16 and B18 engines have proven themselves to suit the Mini well and until recently they were fairly easy to get your hands on too. With ample power in standard form along with plenty of tuning potential, it's easy to see why Honda's VTEC has become such a popular conversion.

Now, Kieran's affliction with the Mini stems back to his youth and it seems they've been a part of his life ever since, "I've always liked classic cars from as early on as I can remember," he recalls, "particularly Minis as they've always been in my family." He's had a 998cc saloon, Clubman and a Clubman estate to name but a few.

"It's easy to see why the VTEC has become such a popular conversion"

Inspired by various other Honda-engined Minis he'd seen, Kieran decided to build himself a stickerbombed Mini saloon two-seater with Honda B17A2 running gear from a Del Sol. "I love the reliability and speed from the Honda engines, not to mention the noise when the VTEC kicks in," he smiles, "I've developed quite an addiction to them. I fitted nitrous to that car so it was quite lively to drive, although I found the two seats and lack of space restrictive." Kieran was keen for his fiancée, Danielle, and two children to share the excitement of the VTEC Mini experience too!

ESTATE MANAGEMENT

"This led me to look at Mini estates as the extra room they have can make all the difference," Kieran explains, "also early estates with VTEC conversions are seldom seen so building one would be something a bit more unusual." The easier option would have been to source a late model Clubman estate to use as a project base, but Kieran was focused on tracking down an early round nosed Countryman instead - which was no easy task for sure!

"I heard about a 1966 model through a friend of a friend of a friend and he ended



Kieran contemplates dropping the suspension another 60mm...



Full width Carbon Kevlar dash houses Honda clocks.



Hubcaps on their way for the banded steels.



up selling me the car in the pub one Thursday night,” Kieran laughs, “it wasn’t until later on I realised what I’d actually bought myself.”

With the estate collected and parked up inside his workshop, Kieran began to strip the car down which inevitably revealed all the horrors in their true glory, “I had to laugh about the amount of

rust I’d bought,” he continues, “I rolled it on its side and removed the outer sills then began compiling a list of the parts I’d need.” Luckily, the Bingley Hall show wasn’t far off and Kieran would spend most of his time there sourcing the parts needed from his list, “I bought floor pans, a full front end, rear subframe, rear door panels, poly bush kits, rear estate valance, door steps, scuttle, flitch panels and door skins that day. The parts I couldn’t find I managed to locate elsewhere, while the

bespoke components I wouldn’t be fabricating myself I had commissioned,” he adds.

Kieran then replaced all the panels and welded and repaired the remaining original metalwork. “Only the A, B and c pillars remain original, I reinforced the bulkhead and floors and fabricated a front subframe to house the Honda engine I planned to put in,” he explains. Also adding to the rigidity of the Estate is that stunning custom eight-point





TECH SPEC

BODY 1966 Mini Estate. Arc Angels Carbon Kevlar extended arches, bumpers and roof. Eight-point custom rollcage. KJB Fabrications custom front subframe. Custom roof rack by Retro Roof Racks, Mugen grille badge, aftermarket headlamps.

ENGINE Honda 1800 B18C4 Vtec, Skunk 2 inlet manifold, Honda ECU and loom. KJB Fabrications Stainless steel exhaust with 2.5 inch tip. Nitrous Express Nos system. Honda Civic 50mm alloy radiator. Aftermarket cone air filter.

SUSPENSION Rubber cone with GAZ shocks.

TRANSMISSION Honda Civic S80 gearbox. Northwest Propshafts custom Honda-Mini driveshafts.

BRAKES Mini Sport four-pot callipers with 7.9 inch vented and grooved discs. Superfin rear brakes with back plate rebuild kit.

WHEELS AND TYRES 10x7" banded Mini steel wheels with Yokohama 165/70/10 tyres.

INTERIOR OMP bucket seats. Custom Carbon Kevlar panels inc door cards and dash. 15 inch wooden steering wheel. Picnic basket in rear houses Nos bottle. Bluetooth Boombox

rollcage which Kieran fabricated himself and is bespoke to this car. "I undertook a trial build to ensure everything fitted under the Mini's standard round nose then fully stripped the car down again," Kieran remembers. To retain a retro look,



"This creative combination provides an impressive 180 bhp"

Old English White was chosen as the preferred colour and the repaired bare shell was then despatched to Kieran's friend and sprayer, Lee Hogan who carried out a fantastic paint job on the 53-year-old Estate.

POWER UP

In the meantime, Kieran began searching for a suitable donor vehicle which would supply the engine and ancillaries. "I tend to use B18C4 and B16A2's from the Civic VTi as these come with 170 bhp for the 1.8 and 160 bhp for the 1.6 so you get a lot of bang for your buck," he tells us, "Unfortunately Civic VTIs were only produced up to 2001 so they're becoming

a little thin on the ground now!" Kieran prefers to buy a complete running car rather than the engine alone as the Honda ECU and wiring also form an essential part of the transplant. Also, it goes without saying he has a better idea of the condition of the engine if he can witness it running beforehand. A working Civic VTi Aerodeck came up for sale and proved to be the ideal candidate here.

The B18c4 and S80 gearbox are a snug fit inside the tight Mini engine bay as you'd imagine and it sits on one of KJB's specialities, that custom made subframe, fabricated by Kieran himself. The standard Honda wiring loom has been retained but has been modified to work



The Honda B18C4 has been massaged to give 180 bhp - which leaps to 230 bhp when Kieran hits the Nos button.



Cam cover blends in seamlessly...

with the MkI Mini indicator stalk, ignition barrel and interior switches. "This was one of the hardest parts of the whole build," Kieran recalls, "it took some time and lots of head scratching to set the electrics up just as I wanted them." The Honda ECU now sits under the nearside dash and with 170bhp on tap, you'd think that'd be enough! But far



Old school leather bonnet straps sit well next to the hi-tech composites.

from it, the engine itself now benefits from a Skunk 2 inlet manifold, cone air filter and a full KJB stainless exhaust system, while cooling is thanks to a Honda 50mm alloy radiator.

IT'S A GAS

Kieran wasn't stopping there either, continuing with the success of the Nos kit

added to his Mini saloon, the Estate has now received similar treatment. The nitrous Express Nos bottle nestles discreetly inside the innocent looking wicker picnic hamper in the boot and is connected to a switch under the driver's side dash. This creative combination provides an impressive 180 bhp and a whopping 230 bhp when hooked up ➤

RETRO ESTATE



to Nos. Kieran's even taken time to improve the bay's looks too, with careful Old English White colour coding of the cam cover along with a gold heat shield on the bulkhead which doubles as an effective reflector directing light back on to the bay. In order to connect the drive to the wheels, the driveshafts are a combination of Honda and Mini, fabricated by North West Propshafts to Kieran's measurements.

Now that the estate had over 200 bhp to offer, the standard brakes were left redundant. In their place Kieran has opted for Mini Sport four-pot calipers and 7.9 inch vented and grooved discs up front, Superfins at the rear.

Meanwhile the stock suspension has given way to far more capable GAZ shocks. "I'm planning on upgrading the gearbox to an LSD with 3.4 ratio and lowering the stance another 60mm all round so it should handle ever better," Kieran smiles.



Grille badge hints at what lies within...

When it came to wheel choice, period was the way to go as any modern looking rim could have easily diluted the whole desired discreet effect. And there's no wheel more period than classic powder coated grey 10 inch Mini steel wheels though these have been banded to 7 inches in order to fill those extended carbon Kevlar arches.

In fact, speaking of those Arc Angels supplied arches, the bumpers and roof also benefit from the same green carbon Kevlar material, suiting the MkI estate's



Retro Roof Racks supplied the roof furniture.

lines and Old English White hue perfectly, while the period roof rack by Retro Roof Racks is a class addition.

FAMILY WAGON

Despite that impressive and sturdy eight-point rollcage dominating, the remainder of the interior has been built to be practical as well as eye catching. The dark red OMP seats are both supportive and look the part, while the 15 inch wooden steering wheel sticks with the period theme. Kieran's favourite addition is that



Kieran built the Estate for practical reasons, but it's far from sensible...

If you're looking for lunch, you'll be disappointed.



"Basically, I just like making small cars go really fast..."

unique carbon Kevlar dash panel, styled to fit MkI clocks but housing the much more suitable Honda Del Sol dash clocks instead. As a family car, its probably not what you'd quite conjure up images of first, but it still manages to tick all the boxes and there's even room for Kieran's French bulldog, Mario, to fit inside too. Hopefully he won't chew through the Nos bottle...

Kieran's MkI estate may have taken five years to complete, which is impressive stuff considering the work involved. Unsurprisingly, this car has gone down a storm at shows and creates an impact

wherever he chooses to take it. He's not a man to rest on his laurels though and has already began work on his follow up project in the shape of a fibreglass spaceframed Mini with Honda running gear and four-wheel drive along with turbocharger and Nos. "Basically, I just like making small cars go really fast. As the saying goes, Minis are just road legal go karts," he laughs.

The way things are looking, we reckon we're likely to see a lot more of Kieran and his projects here at Mini Magazine - no one could argue this man doesn't lack vision and ambition for sure! 

THANKS TO:

Special thanks to my fiancée, Danielle, for putting up with many late nights, and my children, Alexis and William, for helping paint the subframe and for passing tools. Lee Hogan for painting the car while drinking all my beer!

BUCKLE MONACO

BUCKLE DO

Words Martyn Morgan-Jones Photography Phill Boye

Back in the 1960s, BMC Australia had huge success with the Mini. It was so popular, it helped the company rack up around 1000 sales a week. The Mini's competition triumphs boosted sales too.

In 1966, a Morris Cooper S, driven by Rauno Aaltonen and Bob Holden, not only won at Bathurst (it wasn't the Bathurst 1000 back then, it was the Gallaher 500), the next eight places were taken by Minis.

Because of such achievements, and

because the car was fundamentally so capable, the Mini continued to be a good seller right up until production ended in 1978. This was despite Australia being a market that favoured big-engined, long-legged and, crucially, sizeable cars. And Utés!

Indeed, Australia's relationship with the Mini has endured and BMC's baby has a strong, loyal, sizeable, and oft-fanatical following. And talking of fanatical, it would be fair to say that Meaghan Lucas has fully and passionately embraced the classic Mini. It's a truly ➤



BUCKLE MONACO

WN

Mini ownership has always been a family affair for the Lucas', but the restoration of this Buckle Mini Monaco was a true labour of love.



BUCKLE MONACO



LUCAS FAMILY ALBUM



"When I am in the Cooper S and the GTs, I'm a bit of a nuisance!"

meaningful relationship, one that has lasted for decades.

FAMILY VALUES

"Minis are in my blood," enthuses Meaghan. "Mum (Sue) was given a 1963 Morris 850 as a wedding present from my Dad, Kevin. It was her first car. We still have it. In 1980, she upgraded to a 1978 1275 LS, the last model of Mini made in Australia. It's in fabulous condition.

"My younger sister never caught the bug, and Mum could take or leave them, but my Dad and I had a very special bond with Minis. He often told me I was his

inspiration, much to Mum's frequent eye-rolling... especially over the funds spent over the years!

"I love them. I think every one is different with its own personality. They make you think when you're driving, unlike modern cars. It is hard to not have a huge grin on your face. I also love making a bit of noise, so when I am in the Cooper S, the GTs, or Cooper works replica, I'm a bit of a nuisance!"

STAYCATION

Meaghan, who obviously likes driving her Minis hard, still has her first Mini.





Rims are from Specialist Components.

Plus as alluded to she's a passionate enthusiast. One who's prepared to go the extra mile... literally.

"I came to England in June 1997 on a working holiday visa, mainly to do the Mini show season for 6 months but ended up staying 18 months," reveals Meaghan. "I was locumming as a vet nurse and purchased a 1980 Mini Pick-up. Then I was involved in a pile-up on the M25. Even though the Pick-up was damaged front and rear, it was the only car involved that wasn't written off."

"I ended up selling that, as I also had a 1994 Mini Cooper 1.3i which Dad bought, and my sister and I used on "The Italian Job". I then raced it in the 1998 Mighty Mini Championship, which was good fun. I sold the Pick-up and brought the Cooper home."

Not only did she take the Cooper to Australia, she took James and his 1987



Twin tanks and yet more neat trimming.

Park Lane back too. And in the years following, they bought a 1968 Morris Minivan and a 1972 Aussie Clubman van. Then there's her Dad's 1964 Cooper (fitted with a 970S engine), their Mini Moke, her mum's 850 and a Clubman GT.

"My Clubman GT was a bit tatty, but good mechanically," tells Meaghan. "We used it for hillclimbs/sprints. My uncle called a year or so later to inform Dad of a GT that was for sale. When he mentioned the chassis and engine numbers Dad couldn't believe it, it was the next car off of the production line to mine back in 1971. After 22 years of being separated, they were reunited. We had some wicked fun in those cars, together, using both in club competition in the 90s."

SPECIAL

These are all very special cars in their own right, but the 1965 Buckle Mini

Monaco is very special. And with very good reason.

"Originally a 1965 Cooper S, it was converted into a Buckle Mini Monaco," Meaghan elaborates. "Bill Buckle Motors did these conversions between 1966 and 1967, replacing the original roof with a lower, sleeker fibreglass one which also reduced weight. Around 20-30 were converted. As far as I am aware only three or four genuine ones still exist."

"Dad purchased ours in March 1997. He paid 12k Australian dollars (around £6400). He made a good start on the restoration, but passed away in December 2015 due to multiple brain tumours. My husband James and I were given the chance to continue the restoration by mum. Dad had got as far as getting the Monaco painted, and had rebuilt the subframes and the engine."

POWER UP

"Dad absolutely loved building engines," enthuses Meaghan. "He was a combustion engineer by trade, so it came naturally to him. After having engines from MED and Swiftune, I can personally attest that Dad's engines are equally as well built. He loved a high compression engine. The performance is superb, and the sound from the stainless steel Maniflow megaphone is phenomenal."

"To cope with the Australian climate, there's a high-flow water pump, four-



TECH SPEC

BODY 1965 Cooper S. All-steel except for GRP roof. Bullet door mirror, Benelite grille with spots, standard Cooper S light units.

ENGINE 1293cc, fully-balanced and lightened, MED lightweight crank pulley, Duplex timing chain, Omega pistons, ported and polished cylinder head, Piper 470 cross-drilled camshaft, Iskardarian roller rockers, Rimflow valves, bronze guides, twin 1.5 inch SU's with open trumpets, Playmini LCB stainless steel manifold and Maniflow stainless steel megaphone. Four-row radiator, high-flow water pump and ten-row oil cooler.

SUSPENSION Hydrolastic with negative camber lower arms, Mini Spares camber and toe brackets, adjustable tie rods, KAD radius arms, Kamac anti-roll bar, polybushes.

TRANSMISSION Straight-cut four-speed, AP Racing clutch, remote shift.

BRAKES Four-pot alloy calipers, carbon metallic pads, Minifin drums, Kunifer brake pipes, Goodridge braided hoses.

WHEELS AND TYRES 10x6 inch Specialist Component three-piece wheels with 165/70/10 Yokohama A008 tyres.

INTERIOR Bucket front seats, German vinyl trim, new carpets and underfelt, Smiths instrumentation, 50th Anniversary Moto-Lita steering wheel, new seatbelts with chrome buckles.

The sleek profile and raked screen cut four inches out of the height - great for aerodynamics.



Meaghan and James are delighted with the results.

"Most people wouldn't spend what Dad did, but I'm so pleased he did"

core radiator, alloy thermostat housing and Samco silicone hoses. There's also a Mocal 10-row oil cooler with braided hoses. The 13-row we bought was unfortunately too tight a fit, so James trawled through our second-hand parts and found the 10-row. A good clean up and it looked as good as new.

"The gearbox is the original, but rebuilt and fitted with straight-cut gears. There's an AP grey clutch diaphragm, AP Rally/Race clutch plate and remote shift."

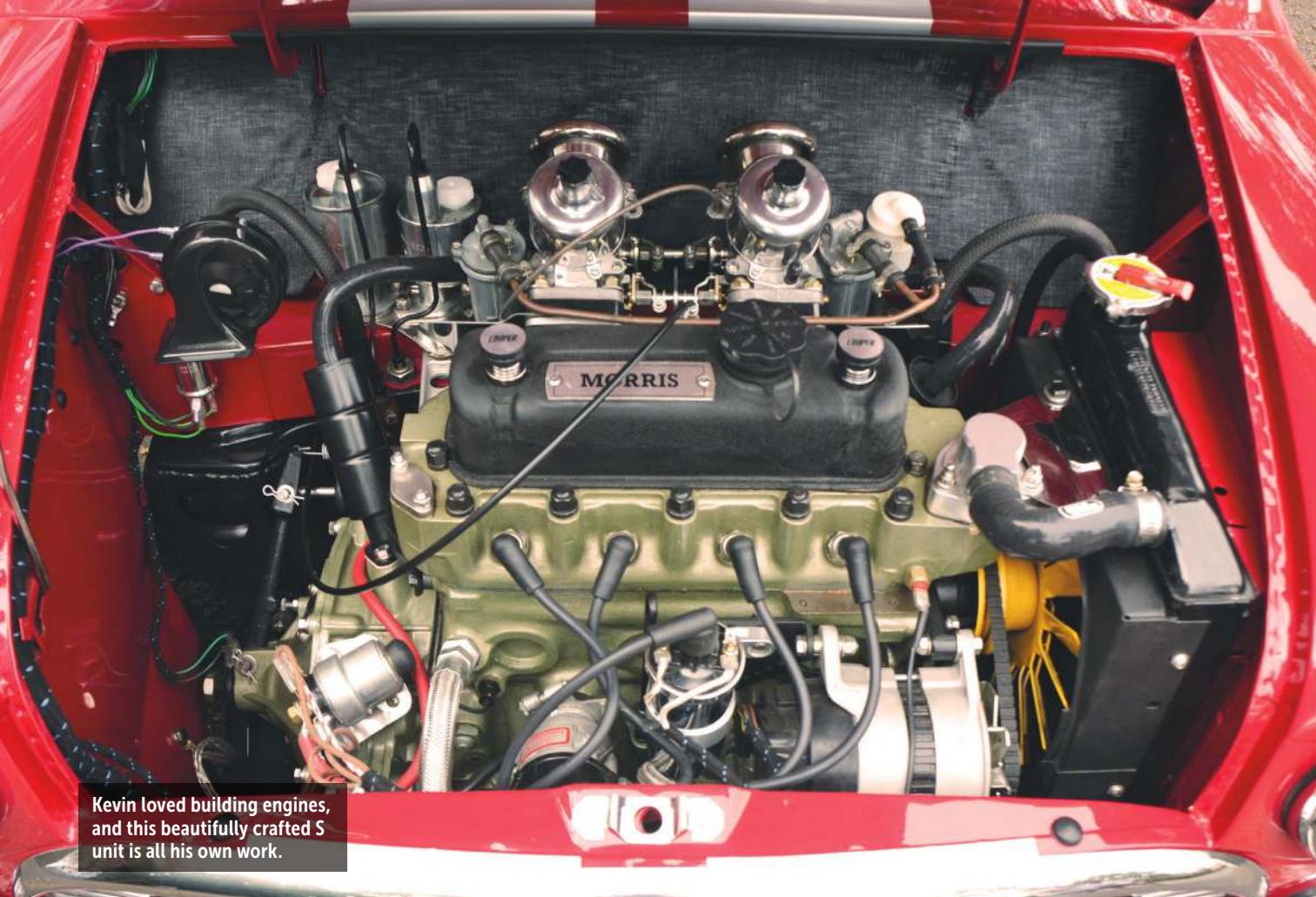
MOVING ON

"There was still a lot to do, and many parts to buy, including wheels," recalls Meaghan. "Dad had three-piece splits in

black for the car. But after much deliberation I decided they weren't right. I saw some on the Specialist Components Facebook page and that was it, I had to have them.

"They are the 10x6 inch 'Classic' three-piece in Titanium. Thanks to Jack at Specialist Components for being so patient. They look awesome and are so worth the money."

It's not just the wheels that look awesome. The exterior, with its rakish coupe lines, subtle detailing and pristine paintwork is stunning. "Dad chose Ford Ultra Red as the body colour and Peugeot silver for the stripes," says Meaghan. "The paintwork is so shiny it's almost blinding. The paint



Kevin loved building engines, and this beautifully crafted S unit is all his own work.



and bodywork was done by Craig and Dean McNeil at McNeil Smash Repairs in Taree. It cost a pretty penny. Most people wouldn't spend what Dad did, but I am so pleased he did. It deserves the best."

Talking of the best, one of the items that Bill Buckle had fitted to his own Monaco back in the '60s was a Benelite grille with spotlamps. "Dad liked the idea

and look of the Benelite grille and spotlamps, so we stalked eBay and swap meets," says Meaghan. "We now have quite a few..."

INSIDE JOB

It certainly does, and Meaghan and James didn't skimp on the interior either. "The original dash rails are still in place, incorporating the ashtray," tells Meaghan. "With the rake of the front screen, which was part of the conversion, the wiper motor was relocated inside, on the passenger's side firewall. Scott, at Trik Trim in Forster, moulded the trim to fit perfectly around the motor. He also made up the interior dash cards in German vinyl with a diamond pattern and re-welded the seats so that the seam lines are straight and then covered the seats in the same material."

"Dad planned to put works' dashes in. I decided against this and wanted to keep it original Cooper S style. The MkI heater was fully restored by James. He did an excellent job."

CHASSIS-WISE

Having invested so much time and money into the Monaco, and knowing that the 1293cc engine he'd built was

rather potent, Kevin had wisely started equipping the Monaco with top class running gear. Meaghan and James followed his lead.

"Mini Spares supplied grooved discs and four-pot alloy calipers," continues Meaghan. "They are fitted with carbon metallic pads. Goodridge brake lines and brake pipe kit we got from Mini Sport, and the rear brakes are Minifins.

"The original Hydrolastic suspension was refitted, with new or refurbished parts. Dad was a fan of fluid suspension. The Monaco's also fitted with negative camber lower arms, Mini Spares camber and toe brackets, adjustable tie rods, KAD radius arms, a Kamac anti-roll bar, and polybushes. It handles beautifully.

Meaghan and James weighed into the Monaco's restoration in April 2018 and worked tirelessly until it was completed. Incredibly, it was back on the road in September the same year, winning its class and Car of the Show at its first event at the All British Day in Sydney, and Car of The Year at its second showing at 'Minis In The Gong' in January.

It's a truly fabulous restoration of a very rare car, sympathetically executed, and with lots of tasteful, personal touches. Kevin would have been proud. 

**Brand
NEW
venue!**



TICKETS ON SALE NOW!

mitp
MINI IN THE PARK



**MALLORY PARK
18 AUGUST 2019**

**PUBLIC
TICKETS
from
£15!**

**CLUB
TICKETS
from
£10!**

www.minishow.co.uk

Book online at www.minishow.co.uk. Advanced tickets £15 & Camping £22, club discounts apply. £2 Booking fee applies. Tickets on the gate £20. FREE entry for TWO children aged 14 & under when accompanied by a paying adult, any additional children will be charged at £5 each. Warning motorsport can be dangerous. Features are at the discretion of Kelsey Media.



Auto & Marine Electrical Components

Auto electrical components and accessories for all your vehicle wiring needs. 1000s of parts in stock for immediate dispatch with fast delivery.

- Large range of UK-made cable
- Connectors, terminals, fuseboxes, busbars, switches
- Technical support available
- Website Knowledge Centre for tips and guidance
- Order by phone or online (100% secure)
- Trade enquiries welcome



www.12voltplanet.co.uk

Tel: 01865 236446 Email: sales@12voltplanet.co.uk

 facebook.com/12voltplanet  twitter.com/12voltplanet





KJB FABRICATIONS

restore • modify • enjoy

mini magazine





KICKING UP A STORM

Words Gerard Hughes Photography Adrian Brannan

This immaculate Mayfair was once nothing more than a pile of rust and trouble. Jamie Eglington saw nothing but potential.

Looking at Jamie Eglington's 1992 Mayfair sparkling in the evening light, with every detail and crisp edge being picked out by the photographer's lights, it's hard to believe that it has ever been anything other than perfect. The paint shines like glass, and we know that even the bits you can't see, are in better than factory fresh condition.

But as Jamie tells the story, you realise that it hasn't always been this way. And to get the Mini to this stage it has taken him a lot of heartache, time and money - a tale familiar to a lot of Mini owners...

"I was 17 when I first got it," he says. ➤



1380 MINI MAYFAIR



1380 MINI MAYFAIR

THE BUILD

Bought as a damaged repairable, the Mini was delivered to the body shop where the extent of the rust quickly became apparent. The original body was deemed too far gone, and was replaced with a new Heritage shell.



Neat custom dash features black leather with grey stitching - centre panel houses additional gauges.



"From the front doors to the back end, it was just rust..."

"Dad was thinking about my first car and when he asked, I said I wanted a Mini, they have so much character. Why just go for an ordinary car like a Corsa...?"

There was a bit of Mini history in the family. His Mum had owned two Minis when Jamie was growing up, and dad, Jim, is a mechanic and had worked on the cars throughout his career and clearly had a soft spot for them. Did this influence Jamie? "A wee bit. I loved seeing Minis around, out on the road. When people see a Mini, they laugh and smile, folk just wave at you. It gives you such a thrill to just own the car."

So with his sights set on a Mini, Jamie started looking. To say he cast his net far and wide is an understatement, and finally found a suitable candidate in the Home Counties. When collecting a car involves a round trip of over 800 miles, you know you really want it.

TREASURE HUNT

So we're guessing the Mini was a not-to-be-missed minter? "Far from it," says Jamie, with a laugh. "It was advertised on eBay as accident repairable. We went to Surrey to fetch it and then took it to the body shop to have a few bits done. As

Why go for trick colours when the original Storm Grey looks this good? Sport Pack arches and Superlights give real presence.



they put it onto the ramp, the rear sub frame collapsed. Then Dad got underneath and we just started spotting one thing after another."

Scraping away at the paint, Jamie found terminal rot pretty much everywhere he looked. "From the front doors to the back end, it was just rust." Some people would have run a mile at this point, but Jamie decided to stick with the Mini, and Jim was ready to help. "He was instrumental in the build so I owe him massive thanks. Me and my dad are both in the motor trade, both mechanics. Dad works for Glasgow airport and I'm at Glasgow Audi, but dad remembers working on Minis back in the day. He's done a lot on them."

A CLEAN SHEET

Jamie's initial plan was to try and keep everything as original as possible, but as the strip down progressed, he realised there wasn't a lot of the old car left. "When we priced up all the body panels and the cost of getting them all together, a new bodyshell was about the same price. So in 2012, a brand new shell was ordered from Heritage and the rebuild was from there on. It was the best thing I've done," he says. Having the car



stripped down also allowed Jamie to tackle every aspect of the car, like the wiring loom. Jamie and Jim decided that even a brand new standard loom wasn't good enough and scratch built their own, incorporating fuses and relays that the factory never thought necessary...

Even with a brand new shell to work with the project took a while to come together. "It took two years to get it into this condition. There was no rush, evenings and weekends, you know." There was some thought put into the final paint colour - after all, a fresh 'shell gives you a rare opportunity. But in this instance, Jamie decided original was best. "It's Storm Grey, the car's original colour from the factory. We were going



to paint it blue but how many grey Minis do you see? There's just not that many grey Minis out there."

To make sure the Mayfair will look for many years to come, it has been undersealed and painted gloss black underneath, and all brake and fuel lines replaced. The finishing touch was a set of Sports Pack arches - not standard but you can't deny they look good, filled with those grey Superlight alloys.

HIT THE ROAD

With the bodywork together, it was time to sort the mechanical side of things. The original 998 was stripped and all of the major components were retained.

Rebuilt, it was fitted with a Stage

1380 MINI MAYFAIR



Mini Sport Stage 4 engine now gives the Mayfair the power to match its looks.

TECH SPEC

BODY 1992 Rover Mini Mayfair. Heritage body shell Heritage Body Shell, Sports Pack wheel arches. Chrome bumpers, door handles, grille, spotlight bar and mirrors. Angel Eye headlights, LED driving lights. Colour: Storm Grey.

ENGINE Mini Sport 1380cc Stage Four engine built by Mini Sport. Kent 286 camshaft. Twin 1.5 inch SU carburettors, three branch exhaust manifold into Fletcher three inch exit Stainless Steel DTM Exhaust. Fletcher Alloy two-core Radiator and Fletcher Silicone hoses. Finned alloy rocker.

GEARBOX Uprated four-speed manual, central oil pickup. 3.1:1 differential.

SUSPENSION Adjusta Rides, BOGE dampers, adjustable tie rods.

BRAKES

8.4 inch discs with Mini Sport four-pot callipers, vented and grooved discs. Superfins on rear. Steel braided flexi pipes.

WHEELS AND TYRES 7 x 13 Superlite alloys with charcoal grey centre and chrome wheel nuts. Yokohama A539 175/50-13 tyres.

INTERIOR Cobra Bucket seats, back seats recovered in black leather, custom black leather dash with grey stitching, new leather door cards with new chrome handles. Sony MEX-N4000BT head unit with four speakers, two fitted under the rear seats. Springalex steering wheel. Blue LED ambience lighting.



"You're just going along with a big smile on your face..."

One Kit. "It had about 40 bhp in it," Jamie chuckles. Real world considerations, like Jamie's age, meant this was how it was going to be for a while. "In 2014, when I was 21, I got the car on the road, so I had two years No Claims bonus. Adrian Flux insured it and it wasn't that bad. I didn't want to use it as an every day car - I didn't want risk it being damaged."

It may not have been the fastest Mini out there, but the work completed on the interior meant it was a pleasant place to pass the miles. The Mayfair features Cobra bucket seats up front, while the rear seats and door cards have been

treated to retrim in black leather. The dashboard is a one off, especially commissioned for the car. "The old dash was standard but it was getting a bit tired - sagging, thin in places and bits peeling off. My friend's dad runs an upholstery business, and I got him to redo it in leather." It's a great job, the black leather set off by the contrasting grey stitching. The centre panel now features a voltmeter, clock and oil pressure gauge.

POWER UP

With a few years on the road, and a bit more No Claims bonus accrued, Jamie

There are many neat touches on the Mini, but nothing leery. It's a class job.



decided it was time to give the Mini a bit more power. He decided to plump for a ready built unit, and he liked what Mini Sport had to offer. At the end of March 2017, he placed an order for one of their 1380cc Stage 4 engines, and had fitted it by the end of May.

The cylinder head features 35 mm inlet and 30 mm exhaust valves, and is fully flowed and ported. The engine is fitted with a Kent MD286 cam with a Mini Sport vernier adjustable duplex timing gear set, breathing through twin 1.5 inch SU's. The not so subtle exhaust system is a Fletcher stainless steel job. And keeping engine temps down is a Fletcher twin



core alloy rad accompanied by smart blue silicone hoses.

With such a power hike, Jamie did the sensible thing and upgraded the brakes with more Mini Sport goodies in the shape of alloy four-pot callipers operating on vented and grooved discs. There's braided hoses throughout.

Ever the master of understatement, Jamie describes the Mini as 'nippy'. "It's not too bad. It's a bit noisy (but it's got that straight through exhaust on it) but it's fast for a car of this type." That's not a bad endorsement coming from someone who now enjoys an Audi S3 as their daily driver... "Until you've driven a Mini, you



can't explain what it's like to drive. You're just going along with a big smile on your face. And it's things like that I really like."

SHOW TIME

As far as Jamie's concerned, this is where he wanted to get with the Mini. "It's pretty much finished, everything I wanted to do is done." And it may be clean, but he still enjoys getting the Mini out on the road. "I normally do at least a 1000 miles a year, and when we do get sunny days - and they do come sometimes in Scotland - I'm not afraid to use it. Take it out for a drive along the coast, but it does get properly cleaned it comes get home."

"We go to most of the car shows up here, like the IGNITION Festival, and we've taken it as far as Manchester - it has won quite a lot of awards." It's actually won about twelve awards to date, and if Jamie keeps turning up, that number will no doubt continue to grow. 

**National Mini Day
at
The National Motor Museum Beaulieu
Sunday 9th June 2019**



**All Classic Coopers, Minis
and MINIs Welcome**

Beäulieu

**Advance tickets on sale at
Discount prices! Book Online
at www.minicooper.org**



**Mini 60 display
Trade Stands
Club Stands
Trunk Traders
and much more!**



**For Advance tickets: Please see website
For General Enquiries: beaulieu@minicooper.org**



minicooperregister



cooperregister



**CAROLE NASH
The care it deserves**



The Deep Sanderson 105 used a Mini subframe at the front plus two Downton-tuned 1071S engines.

THE OUTER LIMITS

DEEP SANDERSON 105

There have been several twin-engined Minis, but there was only ever one single-seater Twini. Meet the wacky Deep Sanderson 105.

Words Jeroen Booij Photography Brian Snelson, Jeroen Booij & Gerard Hughes



If you've heard of a Deep Sanderson before it was probably about the Deep Sanderson 301: the pretty, Chris Lawrence-designed miniature GT that used Mini power to drive the rear wheels. Some fourteen were built in the 1960s and they gained a bit of notoriety thanks to being entered at Le Mans twice. But Lawrence also used the groovy Deep Sanderson name for many more of his wild motoring projects. There were Formula Juniors and a string

of prototypes for a big saloon. The wackiest of them all, however, was the Deep Sanderson 105.

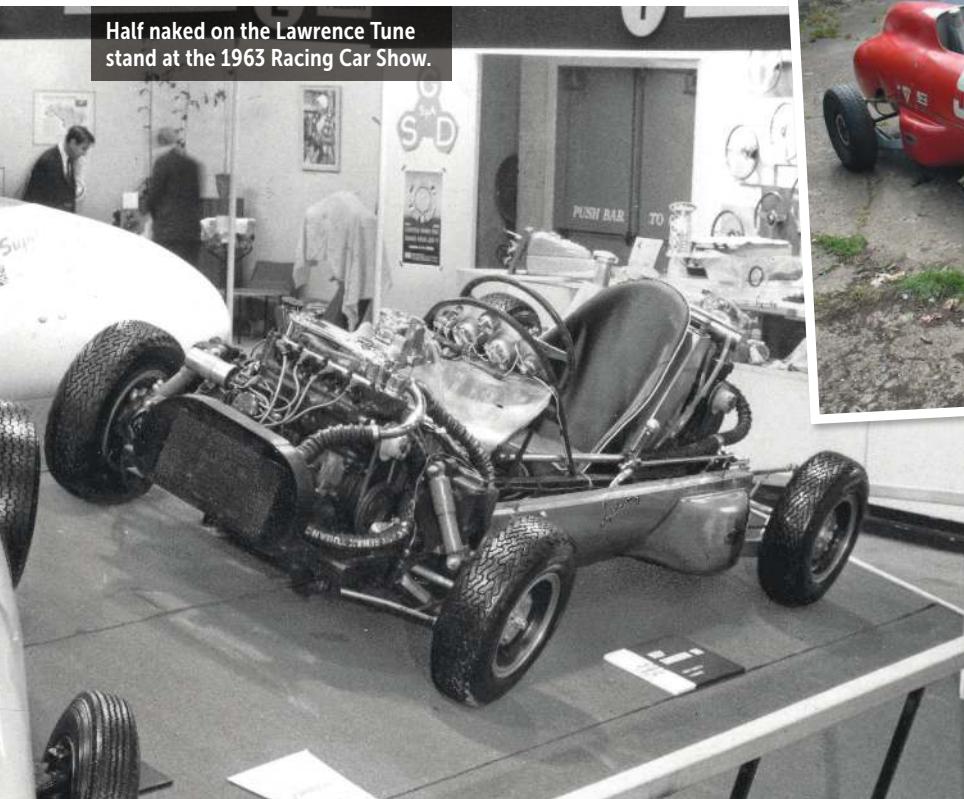
Originally, Daniel Richmond of Downton Engineering had been commissioned to build it since he'd also largely been responsible for the twin-engined and four-wheel driven Mini Cooper that nearly killed John Cooper. But due to that accident, BMC had made it clear that any further work on cars of this type was forbidden. So Richmond ↗

THE OUTER LIMITS

The Deep Sanderson was rediscovered in 2006 in Wimbledon, still wearing the livery it had worn for Allard's 'Drag Fest'.



Half naked on the Lawrence Tune stand at the 1963 Racing Car Show.



handed over the task to Lawrence, with his company supplying the two 1071cc engines. The customer was Reg Harris - a motor sports enthusiast and track racing cyclist who'd won two medals at the 1948 Olympics in London and wanted the car purely for fun. It became a spaceframed single-seater with aluminium body, complete with a Mini subframe and engine at the front and one at the back. In between were lots of linkages, working two gearboxes with 3.4:1 final drives, two throttles and two clutches.

THE OUTER LIMITS

Pulled from a lockup, there was no mistaking what the car was, although many unique parts including the S engines were missing.



Chris Lawrence behind the wheel of the restored Twin at the Festival of Speed.



PAY DAY

But work was only half completed when Harris announced he couldn't actually afford the car, and Lawrence decided to keep it for himself and find a buyer when it was finished. It was ready just in time to be entered - unpainted and with number '1' on its sides - for the 1963 Boxing Day race at Brands Hatch, where it caused quite a stir.

Only weeks later, the car made it onto Lawrence's stand at the Racing Car Show where the upper half of its body was taken off to show its unusual mechanicals. Still unsold but now at least painted, Lawrence drove it again in April that year at the Grovewood Trophy at Mallory Park where it raced against Formula 2 Coopers and Lolas.

The late Chris Lawrence later said, "It was huge fun. I can remember just



Mini front subframe easy to spot in this picture.

THE OUTER LIMITS



The restored 105 appeared at the Goodwood Festival of Speed in 2008.

hooting with laughter in my crash hat all the way round."

Still unsold, Lawrence also entered it in Sidney Allard's 'Festival of Speed and Sport' in 1965, which focussed on drag racing. That may well have been its finest hour, when the unlikely baby quattro managed to beat the big Ferguson P99 four-wheel drive Formula 1 car, with an impressive standing quarter mile time of 10.9 seconds. But after that it faded into obscurity, with the last trace of the car coming from a 1967 ad.

REDISCOVERED

Nothing more was heard of the car until 2006 when yours truly found it in a lockup in Wimbledon in real barnfind condition. It was painted red with a black stripe over its whole body, as it had worn on Allard's 'Drag Fest'.

It was still fitted with two engines, but these were certainly not the correct ones. The car was eventually bought by Larry Webb, who restored it together with Christopher Lawrence. It was completed just in time ready for the 2008 Goodwood Festival of Speed, where Lawrence himself raced it for the first time in 43 years.

Beautifully restored, the car has been refitted with twin 1071cc engines in full Downton spec and, just like its very first



The Deep Sanderson continues to captivate, here at the recent Race Retro event.

outing at Brands Hatch, the body came unpainted. Lawrence later said, "It was an emotional moment. After the first two corners, I opened it up in front of the house. The acceleration was fantastic and it felt as if we'd switched back to the 60s." Chris Lawrence passed away in 2011, but his 'DS 105' is still going strong. 





We're looking for the very best Minis to feature in *Mini Magazine*, so if yours has what it takes, email minimag.ed@kelsey.co.uk

GET FEATURED IN MINI MAGAZINE

See your
Mini in
print
MAIL NOW!



Is your Mini something special? A one-off? Or is there a unique story behind it? Tell the world and get your pride and joy a professional photoshoot.

www.minimag.co.uk

Rollover Jigs

.com

AUTOMOTIVE HANDLING SOLUTIONS

*For Cars & Commercials
Classic Restorations*



OVER 8000 ROLLOVER JIGS SOLD!

Call Tom 07969 681328 or David 07828 912986

We also sell castor kits and shell dollies

Mini TECH

The essentials for keeping your Mini on the road.

82 ASK THE EXPERT

Our tech experts answer all your Mini technical queries.

86 PRODUCTS

The latest selection of parts and goodies to lavish upon your Mini.

89 WORKSHOP

Are you getting the best from your heater? We show you how.

94 OUR MINIS

The latest from our Mini fleet, this time featuring the cars of Gerard, Tim, Joe and Stephen.

BEFORE STARTING!

The first rule of working on cars and using tools of any kind is don't be stupid. Make sure personal protective gear – goggles, gloves, ear defenders, masks and a set of overalls - are hanging on a hook in your garage and use them wisely.

If you're working with power tools, protective gear is essential. Never attempt to work under a car without supporting it securely using suitably strong axle stands. If you haven't got a fire extinguisher, buy one and keep it near to hand. The bottom line? If you're not completely confident of your own ability to complete any task safely, don't even start it. Leave it to the experts.

COST

Swifttune superlight simplex timing gears - £159.60
(Swifttune 01233 850843)
Piper 270 cam - from £250
(Piper 01303 245300)
CST3025 Cam followers - £43.20
(CalverST 01653 691380)

DIFFICULTY



TECH: TIME AFTER TIME

A performance cam can bring serious performance gains, but only if it is timed in correctly.

Words Alex Kinsman Photography Gerard Hughes/Justin Krause

One of the major methods of increasing engine performance is to change the standard camshaft for a 'lumpier' one. A higher lift cam can bring big performance gains but only if the timing gear is correctly set and all the valve events - inlet and exhaust opening and closing - happen at the ideal moment. Manufacturers will quote the timing figure that full lift on number one cylinder intake should occur, but setting that timing figure correctly often fills people with dread.

Normally with a Howto article we attempt to show an entire job from start to finish so that even the keen amateur can have a go at something, but this one is a smidge different. If you're thinking of changing a cam you're probably a bit past the beginner stage, so we've missed out chunks of the strip down and reassembly phases to concentrate on the method of attaining true Top Dead Centre and then timing the cam in. All valve timing events are measured in degrees relative to TDC, so finding it exactly using a degree wheel and a DTI is crucial.

When Piper designed the 270, they decided that full inlet lift would be at 107 degrees after TDC. Not all cams will use the

same figure, so check the spec sheet with your cam. The 270 is also pistol-drilled for better cam follower lubrication so the fitting of a Loctited bung in the end may not be applicable to other cams.

The engine we're using is not totally standard to begin with, so you will notice that the timing cover is a billet DSN one rather than the factory steel one, and the timing gear coming off is an adjustable duplex setup. The Swifttune simplex set and IWIS chain we're using is a step on again in search of incremental gains. Incredibly light, it has 14 built in adjustments to achieve the timing numbers you require without the extra rotating weight of a rotaslide timing gear or the faff-factor of offset woodruff keys. The engine is also a 998 with tappet chest covers on the back as opposed to the solid backed 1275 you may be working on. Again, the method of cam timing is the same it's just the 1275 needs to be split from the gearbox and turned upside down to access the cam followers. Speaking of cam followers, we're using the CalverST refaced ones which have an optimised face profile to promote spinning of the follower on the cam lobe and reduced wear.

**1**

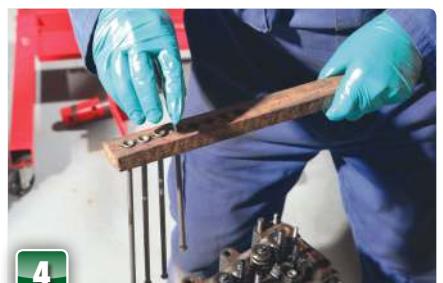
Undo and remove the crankshaft pulley. It is easiest to do this with the flywheel still attached so you can lock it solid.

**2**

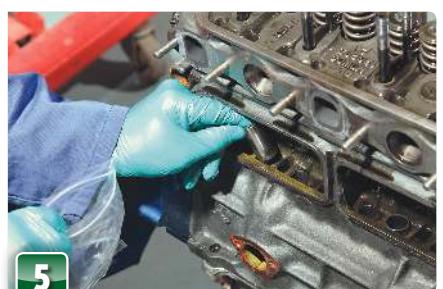
Undo and remove the tappet chest covers if they are present. Remove the fuel pump, water pump and dizzy drive too.

**3**

Slacken off the rocker adjusters and then undo the cylinder head nuts in the correct sequence, working from the inside out.

**4**

Remove the pushrods and be careful to keep them in the order they came out - a block of wood with a series of holes drilled and numbers marked on it is ideal for this.

**5**

On a 998, remove the cam followers and store them in numbered bags. It is possible to reuse them with the same cam in the same position if they are in good condition.

**6**

Remove the cylinder head, head gasket, and studs. Clean the top of the block.

**7**

Remove the timing cover to reveal the timing gears. This is the Mini Spares S12 adjustable duplex setup, not standard simplex gears.

**8**

Undo and remove the chain tensioner. We're not intending taking the backplate off so it's a good idea to replace the tensioner bolts to hold it tight against the gasket.



9

Undo the cam nut and remove the timing gears. They need to come off as a pair with the chain attached to try and pull evenly.



10

Undo and remove the oil pump and gasket. This will inevitably drop some oil, so place a catch tray beneath the engine.



11

Undo and remove the cam triangle and remove the cam by lifting it carefully out of the block, making sure not to scrape anything across the cam bearings. Thoroughly clean the bearings and the block.



12

Test fit the new crankshaft timing gear onto the nose of the crank. You're aiming for a nice sliding fit without having to apply undue pressure either on or off.



13

Thoroughly clean the new camshaft and test fit the new cam gear. Again, you need a nice sliding fit with no binding. Finish as required.



14

If the camshaft you're using requires it, fit the blanking grub screw to the end of the camshaft using sufficient thread lock to prevent it backing out.



15

Thoroughly lubricate the cam bearing journals and lobes with a quality assembly lube. We're using Torco though many cam kits come with some supplied.



16

Install the new cam, being very careful not to snag a bearing with an edge. Don't worry that the oil pump isn't in place, the cam can't fall out and will sit on the end lobe.

National Metro & Mini Show

Supported by  PETER JAMES INSURANCE

4* August 2019



A Show dedicated to two iconic marques

- Celebrating 60 years of Mini
- MINI stunt shows from Kelly Bird
- Live music from The Fab Beatles
- See first and last Classic Mini's
- Show vehicle competitions
- Camping onsite

Book discounted tickets online

*Gift Aid Annual Passes and any other promotional vouchers are NOT valid on Sunday 4 August 2019.



FREE ADVANCE
VEHICLE
ENTRY

FOR ONE DRIVER AND
PASSENGER



britishmotormuseum.co.uk

J12 M40 . Gaydon . Warwickshire . CV35 0BJ



Adding class to your journey

Well formed Classic Mini Insurance



The Carole Nash Difference



UK & European breakdown and accident recovery, including Homestart - worth over £100 when compared to other providers



Salvage Retention Rights



Choose your own specialist repairer



Agreed Value

CALL NOW

0800 093 2948

carolenash.com/classic-car


CAROLE NASH
The care it deserves

★ Trustpilot ★★★★★

UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm.

As with all insurances, terms and conditions apply. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.



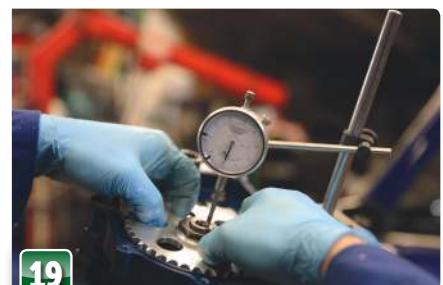
17

Fit a new cam triangle and tighten it in place. One side is steel, the other is white metal as a bearing surface, make sure the steel is facing out.



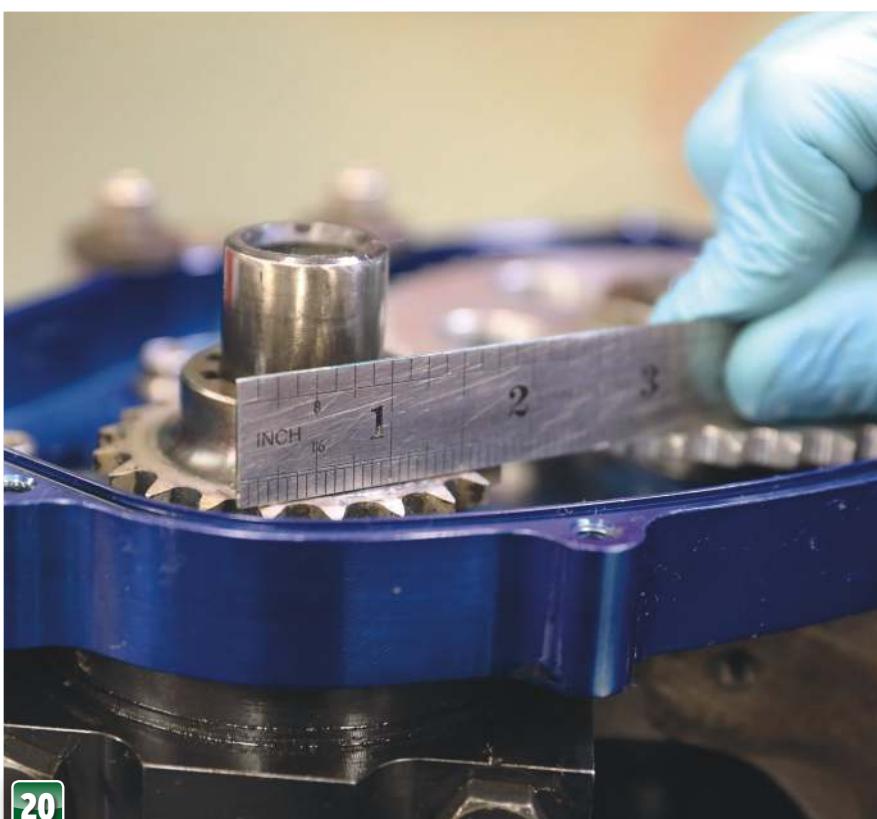
18

Fit the cam timing wheel - there's no need to fit the timing chain at this point - and nip the nut up tightish.



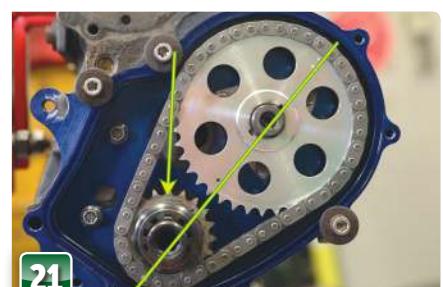
19

Using a DTI and a magnetic base check the end float of the cam. You want 0.001-0.005 inch and this can be adjusted with shims on the end of the cam under the woodruff key.



20

With the gear on the crank, place a straight edge across the gears to check that they are in line. We had to add 0.012 inch of shims under the crank gear to level it with the cam gear.



21

With number one piston roughly at TDC, the dots on the gears should be in a straight line with the ends of the crank and cam. We've selected the central keyway.



22

Bolt the timing wheel onto the end of the crank and arrange a fixed pointer - this is a bit of pointed bar, but welding rod or similar will work as long as it isn't flexible.



23

With the DTI set vertically over the centre of the piston find the high point of the stroke and set it to zero. It's easier to turn the engine using the flywheel lightly bolted on.



24

Turn the crank and stop 0.005 inch before zero is indicated as the piston is still rising. Only turn the crank in its normal direction of rotation to ensure the chain is pulled tight.



25

Look at the degree wheel pointer and record the result - in this case it is 6.5 degrees before TDC. Rotate the crank until you are 0.005 inch past TDC, on the down stroke.



26

Record the reading, which is 1.5 degrees here. Add together and divide by two. Set the wheel to the answer: 6.5 degrees + 1.5 degrees = 8 degrees, divide by 2 = 4 degrees.



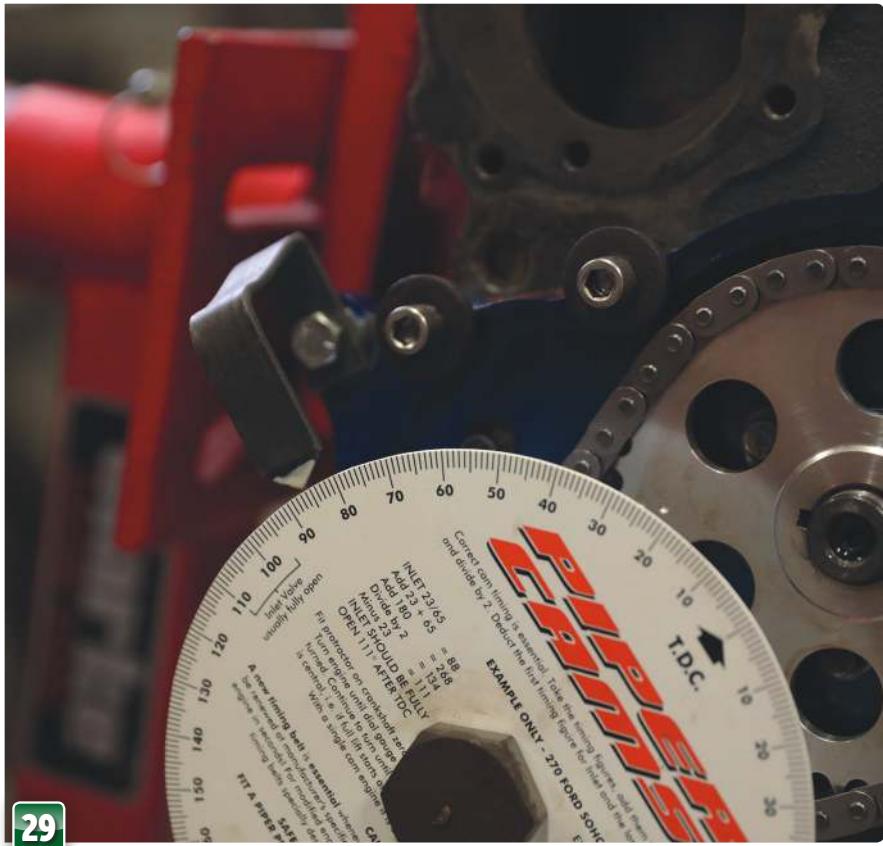
27

Repeat the exercise until the degree reading is the same before and after TDC - once this is true then 0 degrees on the wheel is accurately TDC. Here we have 4 degrees.



28

Place a follower and pushrod into number one cylinder inlet. Find the high point of lift and zero the dial, then approach full lift and stop 0.005 inch before it.



29

Check the degree wheel and record the result. Here it is 87 degrees ATDC.



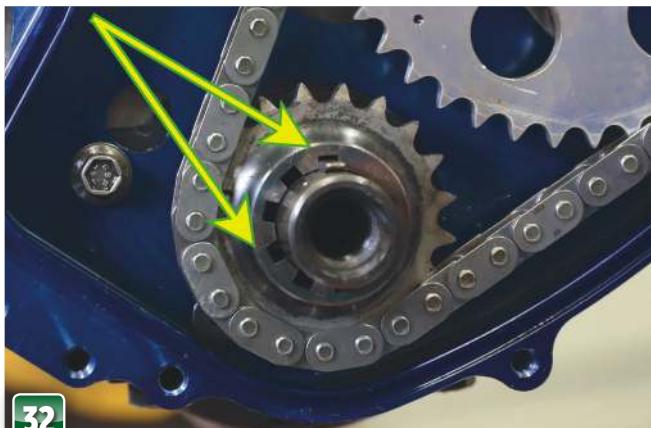
30

Continue to rotate the engine past full lift and stop at 0.005 inch again - accuracy is imperative. Record the result, which is 115.5 degree here.



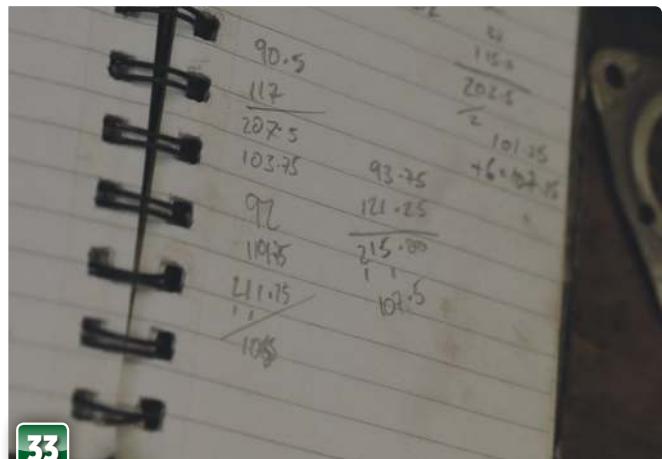
31

Add the figures, divide by two - the answer here is that the cam is timed at 101.25 degree ATDC, so we need to advance it by just under 6 degree to achieve Pipers spec.



32

With these timing gears you advance the timing by selecting a keyway to the right of centre, so we've removed the degree wheel and timing gears, advanced the crank gear and replaced it all with the dots on the cam gear still lining through the centres.



33

Repeat steps 23-31 until you have an answer you're happy with. Yes, it's tedious repeating the above steps many times, but the sums don't lie - we did it four times to get to 107.5 degrees ATDC.



34

Refit the timing chain tensioner and torque the cam retaining nut up to 65 lbf.ft.



35

With the tensioner fitted it is worth taking one last set of readings as the it can affect the timing - here we've lost 0.5 degrees of advance and the final cam setting is exactly 107 degrees as specified by Piper.



37

Once you're happy that the cam timing is set correctly and won't need changing again, bend over the locktab and start the reassembly process.

Ask the expert

Your Mini questions answered by our experts.

NO RETURNS

Q I have a problem with our 1978 Mini 1000. The clutch pedal is not returning when you change gear. I've bought a new spring and shaft but I'm having trouble removing the old shaft. Is there a knack to it or does it just need a bit of brute force? Any advice would be greatly appreciated.

Jamie

A Which shaft are you referring to? The push rod at the top is held in place by a clevis pin through the top of the clutch arm. Removal of the retaining split pin should allow easy removal of the push rod. The clutch arm itself is held in place by a bigger clevis pin at its lower end, where it passes into the clutch cover. Again, removing the clevis retaining split pin should allow removal of the clevis pin and then the arm can be removed. Make sure you do not turn the clutch plunger that the arm fits into - there is a large tapered area that gives clearance to the arm when in operation. If you get it turned



"You'll have no clutch and will probably break the ball off the end of the arm"

round so the arm's ball at the end fits into the small hole in the plunger you'll have no clutch and will probably break the ball off the end of the arm.

It's feasible that the whole lot

is worn out so I suggest a good overhaul. The clevis pins are cheap to replace, so new ones are a good idea. The push-rod clevis pin hole can elongate, and replacing it is also cheap

and easy to do so there's no reason not to. The plunger wears on the inside where the lever-arm pushes against it. A severe concave recess here means a new one is needed.



ARCH LINER

Q I'm very close to finishing the restoration of my 1996 Cooper. It's taken a lot more time and much more money than I expected, but I'm now looking forward to driving and enjoying the car. I would like to keep the Mini in top condition and now it's been removed, keep any further rust issues at bay.

Most cars these days have plastic wheel arch liners. I was wondering if anyone made such a thing for Minis?

Leo

A As you no doubt know, your first line of defence against rust making a reappearance is to make sure the whole body shell is fully protected with an antirust treatment. If this hasn't already been done, consider taking the car to a specialist who will know how to get cavity protection into every last nook and cranny.

The only commercial available wheel arch liners we can find are the Camlo type, which are still listed by Mini Spares. Might be worth giving

them a call and see if they have them in stock.

If you can buy them, make sure you follow the fitting instructions exactly to the letter. The whole point of fitting wheel arch liners is to prevent the build up of mud and salt against your Mini's precious bodywork.

Ill fitted liners could create their own problems by providing new gaps and crevices for mud and debris to build up, so ensure they're fitted exactly as the manufacturer specifies.



ASK THE EXPERT

Our experts can help. Just email minimag.ed@kelsey.co.uk with 'Ask The Experts' as the subject.

TICKOVER TRIALS

Q I have a 1990 Mayfair which refuses to settle to an even idle. It mostly sits at 1100 rpm, but if I'm under the bonnet and I push on the throttle linkage it will come back to 500 rpm and will actually idle very nicely at that. When out driving, as a rule it will settle to 1100 rpm when I come off the accelerator, occasionally going back down to the desired set speed of 500. To combat this I thought a strip and clean would do the trick.

The needle seemed to be highly-polished in a certain spot - is this a damaged needle and is that the cause of the idle speed sitting too high? The carb is a 1.25 inch SU. I have also made sure that the fast idle screw isn't causing the problem and it still happens when the throttle cable is disconnected from the carb.

Tyler

A We suspect the carb isn't a 1.25 inch - it should be a 1.5 inch HIF38. Erratic idle is generally caused by either a worn throttle stop bracket point, non-centred butterfly

(throttle disc), a bent jet tube, broken or disconnected return spring or an air leak. The bent jet tube is out here because that applies to pre HIF carbs only with the external, side-mounted float bowls. On the HIF the jet tube is enclosed in the float bowl fitted integrally at the base of the carb.

From your description of what occurs when you push on the throttle linkage and the fact it happens with the throttle cable disconnected, it sounds very much like something to do with either the linkage or maybe the butterfly not properly centred, causing it to catch and stay open more than allowed by the throttle stop screw. First, check all the possibilities that can be dealt with without removing the carb again.

Make sure the throttle stop bracket does not have a notch worn in it that's causing the throttle to be held open inconsistently where it butts up against the idle screw. If there's a step or notch, this will need filing flat. Check the throttle return spring hasn't slipped its anchor point. A little hard to determine with the carb on the car, but it can be felt. The return spring

should be applying quite a bit of tension all the way through the opening envelope. If it feels a little 'soft' at or around idle, it may be the springs inner anchor tag/leg has slipped out of its anchoring position.

Make sure the vacuum pipe is not letting in air. This is quite common, as the angled plastic elbow that fits to the carb take-off ferrule deteriorates quite quickly, causing it to crack and become loose on the ferrule. Oh - and one other issue here is that sometimes that elbow is forced down on to the ferrule too hard, causing the vacuum take-off ferrule to become slightly or completely blocked. That would also affect idle speed dramatically.

Having established all is well externally, and the problem persists, it may well be the butterfly not seating correctly/consistently. This will entail having the carb off again. Back the idle screw all the way out so it allows the butterfly/spindle to shut all



the way down then carefully, slightly loosen the butterfly retaining screws.

This should centre the butterfly in the carb throat - you shouldn't be able to see any daylight around the butterfly rim. Once satisfied the butterfly is correctly seated, carefully retighten the retaining screws.

The aforementioned is all assuming there's not an issue somewhere else - ie with the ignition system and ignition timing. May be worth checking the ignition timing with a strobe to see what is going on there.

If you are getting a lot more ignition advance than the service manual states - it could be that the ignition advance mechanism in the dizzy is sticking. Again, this would give erratic/inconsistent idle speed.

There are three types of plunger/bearing assembly. The earlier one such as fitted to your Mini has a press-fit release bearing. Wear on the lever-arm is usually on the ball at its base, pushing the plunger in. If there's a flat worn on it replace it, otherwise it won't disengage the clutch properly.

The long pre-Verto type arm as fitted to your Mini is quite cheap, so replace it if wear exists. Wear on this ball causes clutch malfunction because of the leverage ratios involved.

When very worn it causes the slave cylinder piston to reach the stop-ring before the clutch properly disengages. A quick-fix

"Carefully grease all parts using a multi-purpose grease and make sure the plunger is fitted the right way"

is to extend the push rod where it goes into the slave cylinder by welding a short piece to it (cut off bolt, small nut, almost anything that'll fit in the slave cylinder orifice). It's also possible to bend the long arm by heating it up above the stop knuckle and bending it towards the slave cylinder face slightly. Don't overdo either of these as the ball will bend backwards and possibly break off, rendering the clutch completely inoperable. Remember these are only quick fixes, change it at the earliest

opportunity. Adjust the clutch stops as per a manual once the unit is refitted.

When reassembling, carefully grease all the parts using a multi-purpose grease and make sure the clutch plunger is fitted the right way (big chamfered hole uppermost) to avoid breaking the ball off. Next, reset the clutch as follows:

1. Remove/disconnect clutch return spring.

2. Undo throw-out nuts (the

15/16 inch AF nuts on outer end of plunger), lock nut and back nuts off away from clutch cover.

3. Undo clutch arm stop lock nut (the 7/16 inch AF nut/bolt situated halfway up arm, screwed into clutch cover).

4. Pump the clutch pedal several times, then take up free-play on pedal - the point at which you can feel the arm putting pressure on the diaphragm.

5. Adjust the 7/16 inch AF



COLLECTORS' EDITION BOOKAZINE

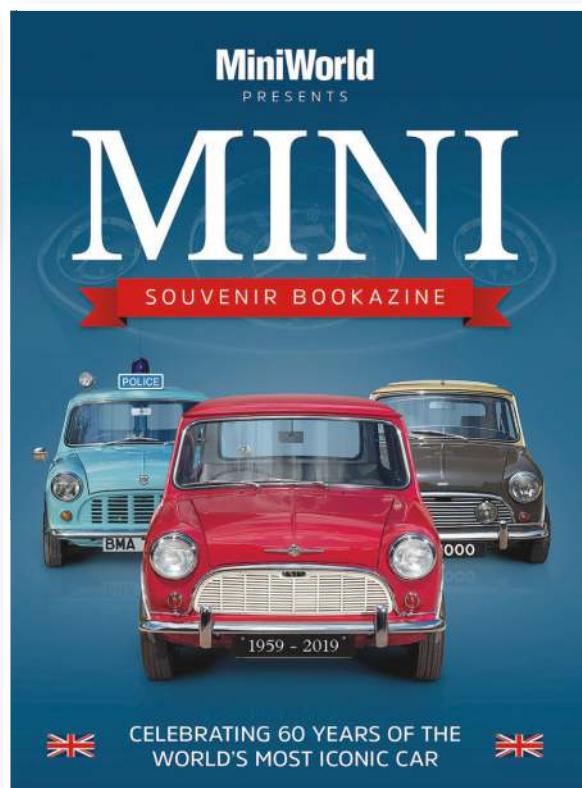
PRE-ORDER AND SAVE £1!

*Celebrating 60 years
of the world's most
iconic car!*

Special Pre-order
Price of just
£6.99
with offer code MINIP
Normal price
£7.99

Is there any other car that is as universally recognised as the original Mini? Launched in 1959, its timeless and classless appeal has made it a hit around the world. This 100 page bookazine celebrates 60 years of a British automotive legend.

FROM THE PUBLISHERS OF
ORIGINAL AND GREATEST MAGAZINE FOR THE MINI
MiniWorld



Visit **shop.kelsey.co.uk/product/BZMINI60**
and enter promo code **MINIP**
and **SAVE £1.00**

The price is for UK subscribers only - the overseas price will be higher.
For overseas prices please visit the Kelsey Shop website. Mini is on sale
Thursday 18th April. Offer expires 18th April 2019.

STOPPING POWER

Q My project car is a 1974 Clubman. I've fitted a 1275cc engine so I want to upgrade the brakes but I want to keep the 70s retro look with ten inch wheels. Can I convert it to disc brakes? Which parts will I need to do this and what donor models and years would be suitable?

Nigel

A Sounds like you'll be fitting the Cooper S 7.5 inch disc set up which will give a big improvement in stopping power over the standard drums while fitting under ten inch wheels. You'll find most good Mini

specialists stock complete conversion kits for this job.

Converting drums to discs is pretty straightforward. Disconnect the steering arms, top and bottom swivel pins, CV joint, and flexible brake pipes - that's it. You need the swivel hubs complete with taper roller bearings, disc brake-type large CV joints with taper washers and hub nuts, discs, drive flanges, drive flange to disc fixing screws, callipers and disc-type brake hoses (they're shorter than the standard drum brake ones, to stop rubbing on the tie-rods).

You definitely need the disc brake swivel hub when converting from drums as this



The 7.5 inch disc set up will be a big improvement over drums.

one has mounting lugs for the callipers. The disc brake CVs fit straight on to the ends of the drum brake driveshafts. All Mini shafts have the same outer spline, and fitting discs designed for the Mini is easy

enough. Make sure you use CV gaiters for the disc brake set up, their different bellows shape stops the gaiter rubbing the hub. The drum type will rub, split, and spew grease everywhere.

stop bolt out until it just touches the clutch arm stop bump. Screw the bolt back into the casing one flat on the bolt head, then nip up lock nut.

6. Pump the pedal again a couple of times, then press it to the floor and hold it there.

7. Screw the 15/16 inch AF stop nut in until it touches the clutch cover, screw it out one flat then do the lock nut up.

8. Refit the return spring.

Setting it up this way should give the pedal a high bite point, near the start of the pedal's travel. Adjusting the 7/16 inch AF stop bolt in towards the cover will lower this point. If the bite point is near the floor having made the adjustment as described then there's something amiss. Check through the linkage for wear and breakage, it could simply be that the clutch is worn out. It's also worth checking/changing the pedal to master cylinder clevis pin, as these wear very quickly.

It may be that the clutch slave or master cylinder have become badly corroded, meaning the

"There should be two wires already sticking out of the multi-plug on your existing two clock binnacle"

pistons contained in one or both aren't returning easily, but if this is the case I would expect the clutch seals to leak badly if not fail altogether. It may be that the pedal has become seized on the pedal shaft in the pedal box - this can happen after a long time because there is no way of lubricating the bushings where they run on the shaft. The bushing and pedal spindle can wear out and semi-seize.

To check this you will need to disconnect the master cylinder push rod from the pedal to see if the pedal is free or seized. Remove the driver's seat before doing this - it makes things much easier. You will need a pair of long nosed pliers to remove the retaining split pin in the pedal to cylinder shaft clevis pin. It's a bit fiddly, but patience and perseverance will pay off.

Get hold of some small R clips to replace the split pins on reassembly, they're so much easier to use. If the pedal is seized on the shaft, you'll need to remove the whole pedal assembly to sort it out.

DIAL UP

Q My Mini has the old two binnacle dash - speedo, fuel, water temp and warning lights in front of the driver. I've managed to get hold of a three-dial binnacle to replace it, but I have no idea of how to wire in the rev counter. Will I have to modify the wiring loom? Is there any chance the wires are already there hidden under the dash?

David Aston, e-mail

A You don't say how old your Mini is so we'll take an educated guess as the two clock binnacle lasted until the early 90s. Likewise, you don't give the source of your new dash, but again, we'll guess that it's a later set - post 1275 GT.

There should be two wires already sticking out of the multi-plug that you'll find connecting your existing two-clock

binnacle; one is black with a white stripe, the other green with an orange stripe. Simply plug the multi-plug into the three-clock set-up then connect the two wires to the rev counter - they already have the right terminal connectors on, one is a spade-type connector the other a bullet type so no chance of getting it wrong.

Having said that there was a period where Rover changed them round. So connect them up as is, start the engine but don't rev it up. If the rev counter doesn't work, turn the ignition off, change the connectors on the wires and plug them in the opposite way round. 



Three clock dash can be a straightforward swap in 90s Minis.

Products

The latest Mini products



MINI SPARES POLY UPGRADE TRACK ROD END

£2.16 each

Original rubber gaiters are prone to splitting and can quickly perish. Mini Spares has come up with polyurethane upgraded gaiters for all knuckle joints and most track rod ends to solve this problem. Will fit every genuine Mini suspension knuckle ball joint, but may not fit all pattern track rod ends.

- 01707 607 700
- www.minispares.com

MINI SPARES GLASS WINDOW RAIL SUPPORT KIT

£36.32

Damaged window rails can cause glass rattle, make winding difficult and allow leaks (eventually causing rust). This replacement kit for MkIII Minis uses stainless steel for the rail supports. The kit is suitable for one door and contains a pair of drop rails plus two rubber seals to hold the glass firmly in place.

- 01707 607 700
- www.minispares.com



BLOCKLEY TYRE COMPANY 145R10S TYRE

£75.60

Now available on the Blockley website. This full size, 80 profile steel belted Radial tyre benefits from modern design, good speed rating and period correct tread pattern. It's the ideal choice for early classic Minis with 10 inch wheels. The tyre is a tubeless construction but Blockley have manufactured a thicker Butyl inner tube for those who need it.

- 01386 701 717
- www.blockleytyre.com

MINI SPORT CUP NAVIGATOR'S BAG

£25.00

From the Official HRCR Mini Sport Cup clothing range for 2019. This navigator bag features a variety of pockets, and is embroidered to the highest standard with the Mini Sport Cup & HRCR logos. A unisex polo, ladies polo and quarter-zip jumper are also available to complete your look.

- 01282 778 731
- www.minsport.com





LASER PULL-BACK RAPID-ACTION RATCHET

From £67.15

Laser Tools understands that sometimes traditional tools can be time consuming. This ratchet redefines speed and effectiveness wherever you would use a conventional ratchet handle. The 3/8 inch drive spins more than 360 degrees with a simple pump of the patented pull-back grip.

- 01926 818 196
- www.lasertools.co.uk



OE STYLE HAZARD WARNING LIGHT KIT

£59.99+VAT (excluding P&P)

This simple and effective kit takes no more than an hour to fit. When you turn on the ignition, this switch lights up bright red to enable you to instantly locate and use the hazard warning lights. This neat and comprehensive kit is guaranteed for five years. It comes with everything needed to complete the job, including instructions.

- 0121 773 7000
- www.bettercarlighting.co.uk

MINI SPORT VENTED BRAKE SYSTEM ASSEMBLY (FOR 8.4 INCH DISCS)

£995.04

The Paddy Hopkirk ultimate 8.4 inch front brake assembly will reduce braking distance when fitted to your Mini. This assembly has been designed for the ultimate stopping performance as a direct replacement for any Mini or Cooper from 1984-2001. This is supplied fully built and ready to fit to your Mini.

- 01282 778 731
- www.paddyhopkirkmini.com



MINI SPORT CUP RALLY JACKET

£45.00

A full zip soft shell jacket in black with embroidered logos. This breathable, waterproof and windproof jacket is lined with microfleece for extra warmth. It is available in five sizes, from small to xx-large. Shop the Mini Sport Cup clothing range, exclusive to Mini Sport and support the rally crews.

- 01282 778 731
- www.minisport.com



JOHN BROWN WHEELS
Tel No: +44 (0)1926-817444
Email: sales@johnbrownwheels.com

DSN CLASSICS

A fantastic range of standard Classic Mini parts

PLUS

The complete *RetroSport* range of aluminium billet parts

available to order online from:

www.dsnclassics.co.uk



sales@dsnclassics.co.uk www.dsnclassics.co.uk

Designed & Manufactured in Norfolk, England

RetroSport



Follow us on Instagram



Find us on Facebook

To advertise in
Mini Magazine
please call Amy on
01366 728488



NEW AND
CLASSIC
MODELS

ACESPEED
MINI SPECIALISTS

Historic Motorsport

AceSpeed sell, restore & prepare minis for road, rally, track days & race championship, as well as supply spares, advice & commission sales.

Also being a full MOT service station we can repair Minis and other makes of cars at our fully equipped workshop.

We compete and prepare cars for Mighty Mini, Super, Extreme Mighty Mini Championships. Rally, Historic Race, Hill-climbing, Sprinting, Drag racing and Auto Testing. We also provide competition and fast road car suspension set up drawing from our 35 years of experience.



Tel 01274 585803 Mobile 07876 615 324
www.acespeed.co.uk



Words and Photography Gerard Hughes

MINI WORKSHOP HOT STUFF

If your Mini's heater is failing to keep your windscreen condensation free, there's a few simple jobs you can do to restore a clear view of the road ahead.

Most Mini owners will have a few non-factory accessories lurking on the front parcel shelf which are crucial to their day-to-day driving pleasure. The first is a clothes peg - preferably wooden - to hold the choke pull out. And the second will be a cloth or a chamois sponge to wipe condensation from the screen on anything other than perfectly dry days.

The heating and ventilation in Minis can quickly switch from adequate to useless if the heater and associated components are allowed to deteriorate. Generating enough heat to keep driver and passengers warm might be seen as a luxury that can be lived without, but the need for a fog-free windscreen and a clear view of the road certainly can't be.

On pre-injection Minis, the heater is

supplied with hot water from an outlet on the left side of the cylinder head, passes through the bulkhead to the heater, then returns back through the bulkhead and into a junction on the bottom radiator hose. Early cars and commercials fitted with the recirculating type heater had no internal control of the flow of hot water - a tap was fitted on the head and turning



**1**

The controls of most heaters couldn't be simpler - on or off for fan, and a slide to direct airflow (vertical on earlier cars). Late heater had twin fan speeds but heat control still remained separate.

**2**

First, remove the air outlet pipes, then place a tray under the water pipes. Depending on the heater, the water could be very rusty so be careful not to spill it on the carpets.

on/off required lifting the bonnet.

The fresh air heater at least has the luxury of controlling heat levels from inside the car, courtesy of the heater control on the dash rail. The valve this actuates on the head is prone to failure. It can seize and the seals within it fail - water can find its way past the actuating pin but always as a flow of water, so it can be difficult to spot. The gasket

**3**

Once the pipes are disconnected, removing the heater is easy. Two cross head screws secure it to the dash rail. Allow the front to drop, loosen the 7/16 nuts at the back and unhook it.

between unit and head is also prone to leaking. If you have any doubts as to the condition of the valve, replace it with a new quality part.

CASE STUDY

On 'our' car, turning on the demisters actually increased the amount of condensation rather than reducing it, and the amount of air being forced out of

the screen vents was negligible. The heater is a rudimentary design, but when it's in good condition, it should be more than effective. The key factor is that air is ducted in, through the heater and to the screen with minimal losses. Making sure the seals on the ends of the various lengths of ducting are secure is a good start, but the airflow within the heater itself is the most crucial. The air

**4**

Finally, disconnect the single live wire that runs from the motor housing at the back of the unit into the loom. Make sure you mark the connection.

**5**

It's clear that this heater has been leaking for a while - note the rust in the warm air outlet and around the heater matrix connections. The rear mounting and securing nut is more visible here.

**6**

With the side cover removed, it's clear why this heater wasn't clearing the screen. All of the sealing foam is perished - both around the matrix and on the air control flap, and the matrix itself is leaking.

**7**

The heater matrix simply slides out. It's worth noting how the original sealing foam was fitted (if any of it survives...) and how the matrix sits inside the casing.

**8**

Unless the car has been operating in extremely dusty conditions and the under bonnet ducting has been damaged or removed, it's unlikely that the matrix' fins will be clogged. Worth checking it's clear if you're re-using it.

**9**

Closer inspection reveals damage to the core, and the breach is obvious. This not only leads to wet carpets, but of course, ensures a steady stream of moisture being ducted up onto the screen.

**10**

Our replacement came via a local motor factors and although dimensionally correct, the shape was different. It's worth buying an OE spec unit from a Mini specialist as the fit, and therefore the seal, will be better.

**11**

The new matrix was supplied with a length of foam rubber seal but you could also use a good quality seal sold in DIY shops for draught proofing doors and windows.





12

Be careful to follow the route of the old seal around the matrix. This is not only ensures air moves only through and not around the fins, but also makes it a secure fit in the heater housing.

ducted into the heater should be forced through the fins of the heater matrix - not allowed to pass around it - and then directed by the air control flap. If the seals securing the matrix and perhaps more significantly, those on both sides of the control flap, are perished, there will be little air flow.



14

Refitting the side plate is a little fiddly. Not only do you need to ensure the seals stay put, but the air control flap is also secured/pivots on a alloy pin in the top left corner.



13

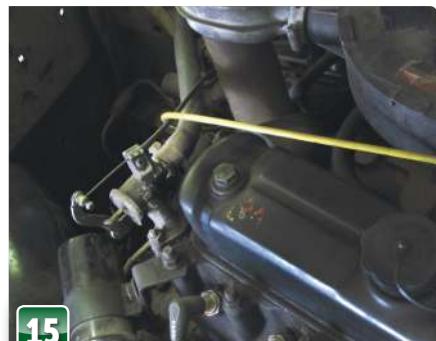
All the components can be clearly seen here, as can the perished seals on the air control flap. These will need to be replaced if want to get enough air flow to the screen to ensure demisting.

BUYER BEWARE

If the matrix itself is damaged, obviously the escaping water is going to collect in the heater housing and then manifest as condensation on the windscreen. Replacing the matrix is relatively straightforward, but be sure to buy your new parts from a Mini specialist rather

than just your local general motor factor (as we did...).

Although dimensionally correct, the construction of our replacement differed from the original meaning we had to add extra seals at certain points. This is an unwelcome complication, especially when trying to refit the side cover. 



15

Check the condition of the heater control valve. These can be troublesome - the valve can seize or leak, and the gasket between the unit and the head can fail. If in any doubt, fit a good quality replacement.



16

When the heater has been refitted, don't forget to top up and bleed through the cooling system. Use good quality antifreeze at the right percentage - the lack of this no doubt caused problems in the first place...



British Mini Day

Himley Hall Sunday 12th May



The Nations favourite Mini event returns to Himley Hall for it's 27th year..

Join the UK's largest Mini Club today!!!



Call us or join online
Enjoy being part of our club,
save money on your insurance
and get discount entry into
our Mini events.



Download your booking forms
Get directions to venue
Find out more about the show.

www.britishminiclub.co.uk

Tel: 01384 897779

Location:

Himley Hall is situated 6 miles from Wolverhampton just off the A449.

DY3 4DF

Open 10.00am - 4.30pm

Headline sponsor

LANCASTER INSURANCE CLASSIC MOTOR SHOW 2018

FOR THE ENTHUSIASTS

SPECIALIST CAR INSURANCE WITH YOU IN MIND

01480 400 776 www.lancasterinsurance.co.uk [f /lancasterins](https://www.facebook.com/lancasterins) [@lancaster_ins](https://twitter.com/lancaster_ins)

Agreed Value Available ✓ Multi-Vehicle Policies Available ✓ UK Based Call Centre ✓ Choice of Repairer

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.
Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority.

10/18



Gerard Hughes
Editor

MINI LIFE Been into Minis for as long as I can remember. Worked on the first issues of Mini Magazine in 1996, and was editor from 1997 to 2001. Never been too far away from Minis, the scene or the magazine.

MINI SPEC Standard 1969 Riley Elf with lots of rust, split seats and non-functioning mechanics.

MINIS OWNED
Quite a few over the years Mk1 1275GT, van, several estates, Status 365 and many cheap and cheerful saloons.

A gentle start with a dustpan and brush, but still no real idea of what lay beneath...



The First Cut

Every journey starts with a single step - time to chop some rust out...

There's nothing better than a touch of automotive archaeology. Scraping away at layers of a car's previous life, learning a little of its history on the way.

If my plan to get the Elf along to Himley Hall in May is to come to anything, I need to make rapid progress with the car, and the most obvious area requiring attention is the rot in the driver's side footwell - there's plenty more to do but the pile of rust and debris under the pedals couldn't be ignored and seemed as good a place as any to get going.

It was a gentle start with a bit of dustpan and brush action. But once the top layers of debris had been cleared, it was obvious that if I was going to get anywhere, more drastic measures would be required. It was difficult to work out what was original, and what was later patch repairs. As it turned out, it was layer upon layer, and the rough rotten seams were just earlier repairs that had in turn rusted through and then been patched again...

It was going to get messy so the interior needed to be stripped out.

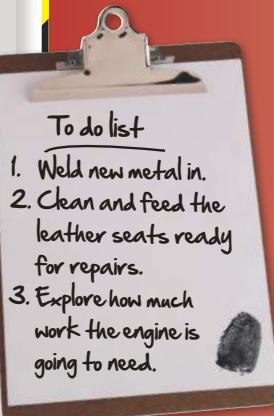
The driver's seat has not fared well during storage, and every time I touch it, more of the stitching splits. The leather is incredibly brittle, but I'm hoping it can be treated and re-stitched. But that's a job for another day.

Front and rear seats out, seatbelts unbolted, sill trims removed and what remains of the carpet lifted out. Anything unique and re-usable has been stored in the boot. I'm really not keeping rotten carpets though.

With a clear (and hopefully more

fire resistant) interior, the angle grinder was bought into play. Deciding where to cut proved tricky as I wanted to retain as much of the original floor as I possibly could, and recreate original joints if possible. The now rotten patch repairs had been made in heavy plate, and which not only ran under the floor but had also been bent up and welded a couple of inches onto the toeboard - one patch covers all. So I cut a line recreating the original line of the toeboard, and then cut back to good

Only a few small holes, but lots of rusty edges of previous patch repairs, which had in turn been patched over.





Driver's seat may be split, but burning holes in it with an angle grinder wasn't going to improve it.



Carpets are rotten, so they've gone in skip. Other re-usable bits have been stored in the boot for now.



Overall, it's not that bad. I'll see how well it responds to feeding when I get a spare ten minutes.



The first cut. The edges have since been trimmed back further to get back to sound original metal. Chopping into the brake line wasn't part of the plan.



New floor section. We shall see how much of this actually gets used.

"It can be treated and re-stitched - but that's a job for another day..."

metal along the other three sides. Despite checking several times underneath, and pulling the battery cable, hydro pipe and front-to-rear brake line out of the way, I still managed to nick the brake line - another job to add to the list. The hole has been cut back further to sound original metal, so I'm hoping that I can achieve neat butt welds. It's not going to be invisible, but at least it will be smart enough and strong.

I'd like to devote this piece to the memory of an old friend, Roger Docherty, who passed away recently.

Rog indulged mine and my brothers love of old cars as we were growing up, and as a skilled welder/fabricator and bodger extraordinaire, laughed at our first attempts at joining metal, taught us how to do it properly and stood in the rain with us as we tried to breathe life into yet another old wreck that we needed to get us to work in the morning. He taught us how to weld fresh air and rust, and how nothing, no matter how broken, can't be coaxed back into life, if only for just long enough to get you home. He'll be much missed. 

Our Minis



Tim Harber

Contributor

www.minimail.co.uk

MINI LIFE Driven them since 1967 and started a business around them in London in 1977. Moved to the countryside in 1989 to allow more space to fit cars and family in. Started racing in 2002 (aged 52). Have raced Mighty Minis but have concentrated on Historics since 2010.

MINI SPEC 1961 Racer is re-shelled test bed-come-toy (last out with a seven-port motor). 1965 1293 Racer is built to FIA Appendix K Historic regulations. 1967 Woody was wife's daily driver for seven years, and is now resting. 1974 Mini Marcos is waiting for everything to be restored. 1992 Rover Cooper is a fuel-injected Super Mighty Minis race car.

MINIS OWNED

1961 Racer

1965 FIA spec racer

1967 Woody Estate

1974 Mini Marcos

1992 Rover Cooper



Racer's front end has been straightened and painted, just needs rebuilding now.



Ready, Steady

Goodwood is looming large for Tim, so the preparation work goes on

By the time you read this, my fate will have been decided. At the time of writing, I'm in mid-panic about getting my car ready for Goodwood. Jobs: I had to get the front of the race car tidied up, which luckily my mate Mark was able to do

by pulling the front straight by offering up a new bumper and moustache and re-painting it.

Getting two engines built (as I didn't want the same thing happening as 10 years ago). One is a re-hash of my existing power unit by

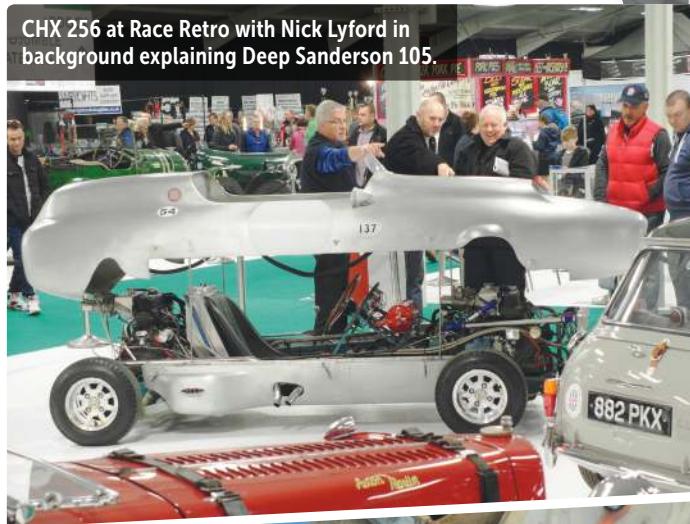
mate Oliver - the bores and pistons were dead after I cooked it last year and although it had done a turn for the last race, the block and pistons were scrap. I had a tuftridet crank and had got a cheap set of the H-beam rods. With a fresh block,

Rediscovered at Race Retro, CHX 256 once belonged to Tim's Dad.





CHX 256 at Race Retro with Nick Lyford in background explaining Deep Sanderson 105.



This collection of bits will transform into a race engine any time now...



Trying to make a good unit out of all the 'spares'.

"It was the car that attracted my mum-to-be to my dad"

pistons and shells it was going to be my spare lump.

The other lump is more exotic to be built by Neil Slark. The MED EN40B crank, rods and crank damper were all that I found I could use of my purchase of cast-off bits, so new pistons, block , gearbox etc etc.

I also have to get FIA papers (another £1000ish) on the car so off came the old style anti-roll bar, Hi Los and adjustable tie bars. One

heavily walloped wallet again.

One amazing moment. My dad had a red Aston Martin Ulster in 1947 and it was the car that attracted my mum-to-be to my dad. I had tried to track it down for years, mainly to re-unite it with my mum. I went to Race Retro to see Nick Lyford's Twini Mini Deep Sanderson and on the same stall was a red Ulster. When I looked at the registration I couldn't believe it; it was only THE car! 



Tim's little indulgence - the works van now has a touch of the Montes.



Joe Holloway

Guest Writer

MINI LIFE Brought up on Minis for as long as I can remember, my dad used to race Mini Miglias in the late '60s and early '70s, so I had no chance really! I had my first one at 16 and painted it pearl purple, passing my test in it at 17. I have owned a Mini ever since, the longest being my supercharged Minivan which I bought in 1994.

MINI SPEC Full ground up restoration with lots and lots of panels needed. Engine will something with a bit of go, such as a 1275 twin carb'd fast-roader or supercharged. I plan to fit a Cooper S close-ratio remote 'box and reverse rims, but then this may all change as we go along!

MINIS OWNED

'82 supercharged

Minivan

1275 GT

1964 Mk1 with

970 S engine

Several more....

Loads of bare metal so Joe played it safe and etch primed the whole shell.



To The Last

Joe puts the finishing touches to his Pick-up

Well a lot has happened since my last diary. With all of the metal work sorted we could finally prep for the paint shop. A few minor repairs were needed to both rear quarter panels/rear posts, mainly due to the original pressings. The roof and rear bulkhead needed to be stripped of a few coats of old paint taking it back to bare metal. We came across some old filler and repairs which needed to be sorted to make it perfect. Once this was done it was ready to go in the oven to be given a coat of acid etch primer followed by three coats of high build 2k primer.

With the Pick-up now in primer it was onto the endless seam sealing inside the cab, under floor and up inside all four wheel arches. 2k spray sealer was applied for extra protection. I did debate whether to go for a factory paint finish under the car but with all the new panels and hard work I decided I wanted to make sure the tin worm did not come back for a long time!

With the final rub down of the high build primer to remove any

imperfections in the panels it was completed in quick time. Let's face it, there is not much surface area on a Pick-up. Once again it was back into the oven for final prep and ready for the 2k Teal Blue. I decide to do this in stages to make sure nothing was missed. Firstly, it was rolled over to sort the underside. The next day cab and load bed, then finally the most important part - the part everyone sees - outside.

Finally painted, we got the bodyshell outside to see it in daylight, and it felt amazing to see project "rot" looking so good in the sunshine. The Teal Blue certainly is an unusual colour. In some lights it looks green, in others blue. All the guys in the yard loved it.

All the sub frames and running



Final top coats in Teal Blue.

gear had all been built up and ready to go. So it didn't take too long to get rolling. Within two weeks of it being painted it was ready to be driven out the workshop for its first test drive. This Pick-up had not been on the road for over 25 years and at some points in its life looked like this was never going to happen.

The drive was solid and engine smooth, considering it had not been tracked up properly yet it also drove straight and true. What a relief. It did have a few small teething problem, the brakes needed bleeding up again and the carb needs some attention. For the first test drive I thought it was a success. Hopefully you will be able to see it all properly as we will be doing a full feature on the Pick-up sometime soon! 



All seams were sealed.



Paint was applied in stages.

To do list

1. It's finished!

Adding class to your journey

Well formed Classic Mini Insurance



The Carole Nash Difference

UK & European breakdown and accident recovery, including Homestart - worth over £100 when compared to other providers

Salvage Retention Rights

Choose your own specialist repairer

Agreed Value

CALL NOW

0800 093 2948

carolenash.com/classic-car



★ Trustpilot ★★★★★

UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm.

As with all insurances, terms and conditions apply. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

**GET A
SPECIALIST MINI
INSURANCE
QUOTE
TODAY**



GRAHAM SYKES 01395 255 100
THE SPECIALIST BROKER www.graham-sykes.co.uk

Graham Sykes Ltd. is authorized and regulated by the Financial Conduct Authority.
Calls may be monitored or recorded to help improve our service.



Stephen Colbran
Contributor

MINI LIFE I've been around Minis since I raced one aged 13. I rebuilt a Mini as my first road car, and have owned many others along the way. I've since driven, written about and photographed some of the best cars on the scene. No longer using the long term project car, in 2017 I decided to sell most of my possessions and go racing again.

MINI SPEC My Mini was once a Mini Miglia, built originally from a new Rover Motorsport shell in the early 2000s. Corgi produced a diecast model of the car and it's had a good deal of success over the years. It's set to compete in the Mini Se7en S-Class, a limited tuning starter series with an emphasis on DIY prep. My dad's project is a Mini Clubman with a Vauxhall Astra VXR engine shoehorned up front.

MINIS OWNED
Mini Se7en racer
1992 Mini City



Survival Sills

New sills, a fresh rear subframe and it's coming together nicely...

Progress has been excellent on the Mini City project this month. Actually it's coming together so quickly, it might be time for another new project! Enter an early 70's Suzuki 750 motorbike that's now being restored alongside. Spare parts for the classic bike are apparently quite hard to come by, with prices to match, so the Mini's definitely got one-up there.

The parts prices and availability for an early 90's Mini have to be commended - rebuilding one of the 'newer' models to standard spec offers great value for money. Take the latest haul of parts from Mini Spares, with standard-spec dampers at £15 a piece and pea-shooter exhaust just over £40. Perhaps I've been spending too long around race Minis, with £1000 dampers and £800 exhaust systems the norm!

Anyhow, back to the restoration and as you can see, fresh sills have given a new lease of life to the drivers' side. Dad decided against cutting too much of the original floor pans away, trimming back until he reached solid metal and

grafting proper sills back in place. Proper, as opposed to those nasty cover sills designed to bodge through the next MoT. OK so this is no MkI Cooper S, but it's still well worth spending some time on good quality repairs. A quick spray of etch primer is obviously just a temporary fix until it goes to the paint shop. The Mini won't get a full respray, so a crafty bit of colour matching will soon be in order.

At the rear, the patched-up subframe has made way for a new

one. Dad opted for a non-genuine frame due to budget constraints, but with a spray of zinc primer and satin black, it looks the part and fitted surprisingly well. I was always a fan of powder-coating subframes, but looking underneath my Mini racer having done the same DIY primer/paint last year, it's stood up really well. There's no salt on race tracks, but it's had a hard time and still looks like new. Next up we'll fit the exhaust, which is comically small, and finish off the doors. 



Replacement subframe tidies up the rear end.

SIT BACK & ENJOY THE RIDE

When it comes to insurance for your Mini,
Adrian Flux have got it covered.

Our car insurance policy benefits can include: Agreed value,
owners club discounts, limited mileage discounts and much more.

Call us today for a free personalised quote
0800 085 5000 or visit **adrianflux.co.uk**

ADRIANFLUX

Authorised and regulated
by the Financial Conduct Authority



HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **DIGITAL EDITION:** pktmags.com/minimag
 OFFER 2. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW

YES! I WOULD LIKE TO SUBSCRIBE TO MINI MAGAZINE

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename
 Surname
 Address

..... Post / Zip code

Country
 Daytime phone Mobile

Email

IF DELIVERY IS TO A DIFFERENT ADDRESS, COMPLETE BELOW

Mrs/Ms/Miss/Mr Forename

Surname
 Address

..... Post / Zip code

Country
 Daytime phone Mobile

We may wish to contact you regarding our special offers that we believe would be of relevance to you. Please tick the boxes to tell us all the ways you would prefer to hear from us Email Post Phone Text Message.

We will not pass your details onto third party companies.

BEST UK DEAL • SAVE 33% • BEST UK DEAL • SAVE 33%

I WISH TO SUBSCRIBE BY DIRECT DEBIT PAYMENTS OF £19.99 FOR MY FIRST 6 ISSUES (SAVING 33%). I UNDERSTAND THAT MY SUBSCRIPTION WILL CONTINUE AT THE SAME LOW RATE WITH PAYMENTS TAKEN EVERY 12 MONTHS - UNLESS I WRITE TO TELL YOU OTHERWISE.

Instructions to your Bank or Building Society to pay by Direct Debit

Name of Bank

Address

Postcode

Account name

Sort code

Account number

Signature

Date

Originator's Id number

8 | 3 | 7 | 3 | 8 | 3

Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

PAY BY CHEQUE / DEBIT / CREDIT CARD

UK: 13 issues £64.87 SAVING 10% £58

UK: 6 issues £29.94

USA / EUROPE: 13 issues £78

REST OF WORLD: 13 issues £85

I enclose a cheque made payable to Kelsey Publishing Limited (Drawn from a UK bank account)

Please debit my Visa Visa Debit MasterCard

Card number

Security number

Valid from / Expiry date /

Signature

UK ONLY: PLEASE SEND COMPLETED FORM TO:

FREEPOST RTKZ-HYRL-CCZX, MINI Magazine Subscriptions, Kelsey Publishing Ltd., Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG

INTERNATIONAL ONLY: PLEASE SEND COMPLETED FORM TO:

MINI Magazine Subscriptions, Kelsey Publishing Ltd., Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK

PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)
 INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

Offer closes on the 26 April 2019. Here at Kelsey Publishing we take your privacy seriously and will only use your personal information to administer your account and to provide the products and services you have requested from us. We will only contact you about our special offers via the preferences you have indicated above and you can update these at any time by emailing us at subs@kelsey.co.uk or by calling us on 01959 543 747.

MMG0519



WHY SUBSCRIBE

- NEVER MISS AN ISSUE
- FREE DELIVERY DIRECT TO YOUR DOOR
- BE THE FIRST TO READ NEW CONTENT
- SAVE MONEY ON SHOP PRICES

OFFER 1. DIGITAL EDITION

PAY JUST £28.99 FOR
13 ISSUES SAVING 55%*



AVAILABLE ON THE APP STORE
AND POCKETMAGS.COM

pktmags.com/minimag

*Discount calculated from print issue price of £4.99

SUBSCRIBE TODAY

EXCLUSIVE OFFERS FOR YOU!

**OFFER 2. UK PRINT EDITION
6 ISSUES FOR £19.99***



NEVER MISS AN ISSUE • FREE DELIVERY DIRECT TO YOUR DOOR

HOW TO SUBSCRIBE TODAY

ONLINE shop.kelsey.co.uk/mmg

CALL OUR SUBSCRIPTION TEAM

01959 543 747 & quote offer code MMG0519

*UK Direct Debit print offer. Pay just £19.99 for 6 issues.

NEW EXCITING MANIFOLD & EXHAUST DEVELOPMENT

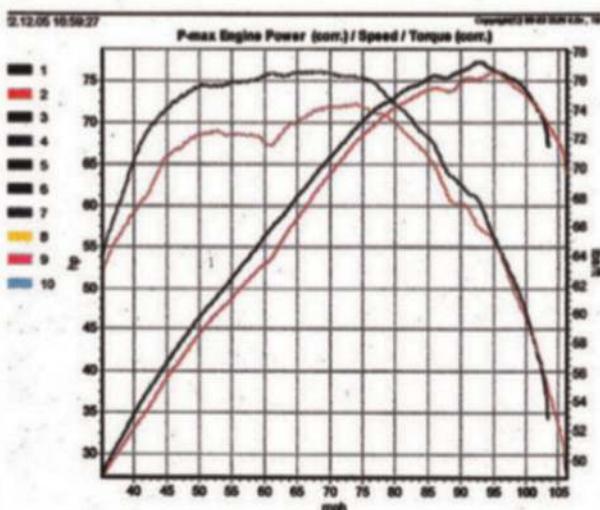


STAGE II LCB
+
RCM EXHAUST SYSTEMS

Having improved the design and performance of their highly successful LCB and in conjunction with top racing engineers, Maniflow has now turned their attention to the exhaust system, by creating a Reverse Cone Megaphone set up similar to the race version but in a road configuration, thus creating a better BHP but more importantly a much improved torque and power curve.



S.R.E.



This has been done on the manifold, by enlarging the middle pipe, which creates a type of Vortex, simulating a pulsing effect similar to the outside pipes and on the exhaust system by using a Reverse Cone Megaphone (RCM) to create similar back pressures.

Available at all Maniflow suppliers or direct on 01722 335378

Please see our new updated website

www.maniflow.co.uk

Beware! Chinese copies of the original LCB are now being offered, remember good products are often imitated but imitations are rarely good!

THE EAST ANGLIAN MINI CENTRE

83 Dales Road, Ipswich, Suffolk, IP1 4JR

CELEBRATING 30 YEARS IN BUSINESS



REPAIRS RESTORATIONS
NEW & USED SPARES TUNING
ACCESSORIES TYRES

t: 01473 740148

e: sales@eastanglianminicentre.co.uk

www.eastanglianminicentre.co.uk

CLASSIC CAR INSURANCE

Compare quotes from our
specialist insurance brands

Simply match the policy that's right
for you and your classic car.

*Call us or visit our website and
start saving today.*

- Our service is completely free
- Quick and easy online quote
- A wide range of policies and benefits
- Flexible payment options
- Buy online 24/7 service



TRUSTPILOT

01708 897 326

www.itsclassiccarinsurance.co.uk

it's Classic Car Insurance Services is a trading name of Grove & Dean Ltd,
an independent intermediary who are authorised and regulated by the Financial Conduct
Authority (FCA). For your security calls may be recorded.

mini cooper register

Whatever marque of Mini you drive, the Mini Cooper Register is the club for you. A full colour monthly A4 magazine, National Mini Day at Beaulieu, regular events, a strong regional network and an active club forum all help you to make the most of your Mini.

Join online today at www.minicooper.org or call 01580 763975

Club sponsors

CAROLE NASH The care it Deserves The Premier Mini Specialist Since 1967

cooperregister
 minicooperregister

minimap

Find your regional Mini specialist using our UK guide.

3 Thomas Classic & Modern
Cwmbran
South Wales

- Restoration
- Repairs
- Servicing

Cars bought and sold

01633 876938

www.thomasclassicandmodern.com

7 CHRIS POOL
Pickering,
North Yorkshire

- Service & Repair
- MOT work & Welding
- Engine Rebuilds & Tuning
- Rolling Road tuning and set up

**07957 128229/
07931 324391**

11 NEWENT BODY
REPAIR CENTRE
Newent, Gloucestershire

- Bodywork & Welding
- Painting & Re-sprays
- Full or Part Restoration

01531 820093

www.newentbodyrepairs.co.uk

13 COL'S MINI CENTRE
Redditch,
Worcestershire

- Bodywork & Restoration
- Service & Repair
- MOT Testing

01527 892052

15 COVENTRY CLASSIC
MINIS
Warwickshire

- Servicing & MoT Repairs
- Full/Part Restoration
- Electrical Fault Finding and Repairs
- Custom Fabrication

07824 552470

cov.minis@gmail.com

17 ROGER MOORHOUSE
Car Repairs
Norwich

- Mini & Classic Car Specialists
- Restoration
- Service & Repair

07711 100 397

01603 423 522 - out of hours
www.classiccarrepairs-norwich.co.uk
miniclubman12@gmail.com

4 McDONALD MINIS
Edinburgh,
Scotland

- Servicing & Repairs
- Welding & Bodywork
- Gearbox & Engine Specialists

0131 665 9889

www.mcdonald-minis.co.uk

8 MLMotorsport
Kent

- Mini Specialist 19 years
- Engine/Gearbox/ Stock to Race
- Rebuilds/MoT/Service

01474 825123

Find us on Facebook

5 G.V.M
Wellington,
Somerset

- Panel and Paint shop
- Classic mini restoration specialists
- Parts supply

Tel: **07801298682**

- 6** PAUL HIGGS CARS
Hampshire
- Classic Mini Sales
 - Minis at Affordable Prices
 - Full classic Mini garage services

**07752 414395
01425 839617**
www.paulhiggscars.com
paul.cars@yahoo.co.uk

9 MINIDIVISION
Stockport,
Cheshire

- Repairs
- Restorations
- Servicing

0161 429 7020

www.minidivision.co.uk

10 MIN-ITS
Part of Leacy Classics,
Birmingham, West Midlands

- Extensive parts list
- Full Service, Restoration, MOT Workshop
- Performance Parts Specialist

0121 356 3003

info@min-its.com
www.leacyclassics.com



18 THE MINI WORKS
Edinburgh, Scotland

- Bodywork & Painting
- Engine & Gearbox Work
- Parts & Restoration
- Servicing & MOT

07764 196530

www.themineworks.com

19 THE MINI
RESTORATION COMPANY
Rainford, Lancashire

- Full Restoration, Body repairs, Welding
- Paint refinishing
- Mechanical and electrical work
- FREE recovery / delivery service available subject to distance 30 day 'No Quibble' money back guarantee.

01744 808900

www.theminirestorationcompany.co.uk

info@theminirestorationcompany.co.uk

20 ARDS ROVER AND
MINI CENTRE
Newtownards

- Belfast Bodywork & Restoration Painting & Resprays Service & Repair Parts

028 9181 3337

CLASSIC MINI'S FOR SALE

25 LIMITED EDITION



1984, £5,000. MoT August 2019. 2 previous owners. Very good condition inside, out and below. Not been welded. 25,723 recorded miles but odo has stopped. Some history which suggests actual mileage is not much more. Original apart from stainless replacing grey bumpers, grille and mirrors. Please call 07709 122339, Hertfordshire.
6811

30 SPECIAL



1989, 75,000 miles, £9,250 ONO. Ground up restoration just completed after over 5 years. Over £11k spent on parts. Engine not yet run in. Like a new motor. Ideal Mini for a true enthusiast. Please call 07774 493638, Lancashire.
4842

1000



1976, £2,995. In antique gold. Good condition, sound body with good trim, paint ok but could benefit from some cosmetic work. Engine rebuild about 1000 miles ago. Unleaded head and been in the family for 30 years. Please call 07867 686883.
7461

AUSTIN 850CC

1974, £5,200. N reg, maroon red, centre clocks, full veneered dash, MoT 22nd February, Heritage. Trust certificate, 44 years old, tax and MoT exempt. Please call 07983 928330.
5282

AUSTIN 1000



76,000 miles, POA. New MoT and many new parts including new wheels and tyres. Please call 07900 411112.
5540

AUSTIN CLUBMAN ESTATE



1974, £4,950 ONO. More or less a total restoration with 1989 1275cc MG Metro engine. New back sub frame, new brake master cylinder, new brake pipes and new front discs. New clutch assembly and cylinder. New interior front and back. Solid underneath plus body shot. Please email wpurdie11@gmail.com.
5267

AUSTIN MINI



1962, £2,500. Restoration project matching no's original res 848cc off road 28 years. Please call 01697 476539, Cumbria.
6373

AUSTIN MINI



1987, 52,000 miles, £2,800. MoT Feb 2019. Head rear subframe replaced, Ultralite wheels, good tyres, twin sports exhaust, Sony radio fitted. A running restoration project. Please call 07860 850939.
4868

AUSTIN MINI CITY E

1985, 31,600 miles, £5,000 ONO. Family owned since 1st registration. 998cc. Manual Gearbox, in moonraker blue. Completely unmodified and original. Always garaged and never put away wet. True enthusiasts car. Complete timewarp. MoT to October 2019. Please call 07547 150036, Berkshire.
7141

AUSTIN MOKE



37,500 miles, £11,500. In great condition and full weather gear. Please call 01267 267805, Ferryside.
5070

AUSTIN MINI COOPER 998CC



1966, POA. This "barn find" has been recently completely restored to standard specification except for the addition of Minilite wheels. Everything else is as it left the dealership with its first owner. This vehicle can only be described as brand new in its island blue/old English white cellulose finish. Please call 078706 72943, Northants.
4524

AUSTIN MORRIS



1979, POA. 1380cc hi spec engine with S/C drop gears and box. X-Pin diff, Webber updated suspension and brakes, Fletcher exhaust, 130db sound system. Solid car dose have some very minor body bubbles in a few spots but very clean with a years MoT. Please email craig869@hotmail.com.
6056

AUSTIN MORRIS

1981, 50,832 miles, £2,500. MK4 running 1293cc original engine. All mechanics are in good working order. Body requires finishing and comes with roll cage, extra bonnet with scoop and an extra boot. Please call 07472 670554, Edinburgh.
6063

CITY E

1991, 60,000 miles, £5,000 ONO. New front end, inner and outer wings, two of every part including engine, gearboxes and lots more extras. Please call 07393 904332, Herefordshire.
7631

CLASSIC 30



92,000 miles, £12,000. Original owner reluctantly selling after recent major restoration to very high professional standard. MoT September 2019. Please call 07885 772300, Bedfordshire.
6045

CLASSIC CUSTOM MINI



1997, POA. Turquoise with silver chrome, petrol, automatic, air condition, new tyres and brakes. MoT 05/2019. Service records. 3 owners and low emission check. Very good condition. Please call 07931 654313.
4894

CLASSIC MINI ESTATE



1977, 36,702 miles, £5,000. Automatic, lovely little car, recon gearbox, low mileage, updated suspension. Cooper seats and steering wheel. Please call 07377 372233, Cornwall.
7883

CLUBMAN

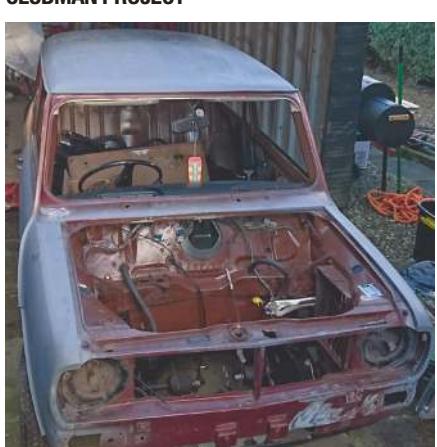
1978, 32,000 miles, £1,500 ONO. All there apart from rear sub frame. Floor plans need work as does a door skin and there is rust on the corner of the roof and in the boot. Please email parrotface68@gmail.com.
5063

CLUBMAN ESTATE



1980, £22,000. MiniWorld project Mini 'Subby the Clubby'. 1330cc, twin HS4 carbs, bespoke Corbeau interior, Dunlop D1 alloys, extensive body restoration, striking paint, minimalist engine bay and running-in miles only. Please call 07841 355916.
6805

CLUBMAN PROJECT



1980, 91,000 miles, £1,400. Massive list of new parts including clutch, brake pipes, chrome rocker cover, seals, filters and gaskets, etc. Rust free apart from front floor (heritage pans included). All parts present including interior. Just needs finishing. Please call 07917 877587.
6875

CLUBMAN SALOON

1970, £4,800. Antelope beige, 2008 to original spec and lots of receipts. Currently stored off road and needs re commissioning. Good home wanted. Please call 01268 776990, Essex.
7393

COOPER



2000, 17,200 miles, £13,950. One lady owner full service history, MoT until 20 October 2019, British racing green with matching dash and has always been kept in garage. Please call 07833 234907, Surrey.
7162

COOPER



1992, £10,000 ONO. Extensively reworked from the ground up for track day use but has full MoT and is street legal. Engine rebuilt by Paul Inch. Roll cage, fuel cell and all track safety features. Please call +001 610-574-9199 or email ewiddowson@westcodeus.com.
6060

COOPER



1995, £5,999 ONO. 1275 injection with very low miles, it had lived its life abroad in the sun hence its condition and air conditioning. It sounds awesome with its large bore sport exhaust system. Please call 07960 390334, North West.
7895

COOPER 1.3I



1992, 74,000 miles, £4,750. One lady owner for the last 16 years. Well cared for and maintained. New rear sub frame, good condition. All receipts kept for work carried out. Selling due to change in circumstances, needs a new loving home. MoT June 2019. Please call 07973 198087, Hampshire.

4342

COOPER S



1968, 20,000 miles, £1,250. Older restoration with a reconditioned engine, new brake, gear box, oil cooler and twin fuel tank. Please call 00353 493 4546, Ireland.

7803

COOPER SPORT MPI



58,000 miles, £11,750. X Reg. Immaculate solar red with a platinum roof, full leather platinum and black interior. Brushed aluminium dash. No bodywork spend required, electric sunroof, tinted glass all round and MoT 2019. Please call 07957 931593.

2462

COOPER WITH SPORTS PACK



1999, £7,500. Please call 07743 509863, Bromsgrove.

4345

LIMITED EDITION 30 998CC



1989, £3,150 ONO. 10 months MoT. Fully rebuilt engine, bodywork all done, paintwork ok and lots of money spent. Please call 01526 321105, Lincolnshire.

4727

MAYFAIR



1988, 36,728 miles, £7,250. Owned from new, metallic silver, all original, mint condition and 12 months MoT also taxed. Please call 07877 226617.

4791

MAYFAIR



1987, 36,000 miles, £6,950. Excellent example and condition of a vintage 30 year + old Mini Mayfair. £4,000 spent on full renovation to very high standard. Shown at car shows, reluctant sell. Please call 023804 98391, Southampton.

7778

MAYFAIR MK3 AUTOMATIC

1985, 36,000 miles, £6,995. Excellent example of 35 year old mini. Garaged all the time and some £4,000 spent on renovation including replacing all chrome. Cooper trim. Service history. In "mint" condition. Please call 02380 498391, Hampshire.

5749

MINI



POA. Quite rare one of only 50 made in white, part of a collection, delivery mileage only 8 miles. Blue leather interior, leather steering wheel and all extras as standard. Please call 07831 329220.

7085

MINI



1980, 30,805 miles, £2,700. Service and MoT documents from 1983 to 1995. Original paint work. Vehicle is as off production line in Sept 1979 except for dealer fitted radio. Interior is immaculate, some body work but all important stuff is solid. Please call 01212 444235, Birmingham.

3419

MINI



1960, £24,000. Please contact seller for more info. Please call 01342 712079, Cophorne.

7119

MINI



1968, £6,000 ONO. 1380 engine, full fibreglass shell and roll cage. Please call 07870 291734.

6599

MINI SALOON



1976, £15,000 ONO. 1430 long stroke with swift tune dog box. 2.9 Tran-X diff split webbers longman manifold, garaged for over 30 years and solid shell. Please call 01457 857686, Derbyshire.

5293

MORRIS 1000



1972, 26,200 miles, £11,495. Here we have a simply gorgeous Mini 1000 in harvest gold. First registered in May 1972, with only 2 registered owners and a substantiated low mileage. Comes with a wonderful history. Please call 07885 742090 (T).

6680

MORRIS MINI CONVERTIBLE



1971, 47,000 miles, £8,995. New engine in very good condition with no rust. Please call 01209 711459, Cornwall.

7818

NEON



1992, 21,000 miles, £4,950 ONO. Only 2 owners, very original only changes are the pink alloys. Steel wheels and trims available. MoT April 2019, no advisories. Please call 07944 155123.

6399

PICK-UP



1979, £9,500. 1275GT, lovely interior. Fun to drive. TLC on front wings. MoT exempt. Please call 07768 045555, Chertsey.

7111

ROVER COOPER



1991, £2,000. 1275cc. Original engine, in need of restoration. Ideal enthusiast project. 3 owners from new. Please call 07970 794092.

4157

ROVER FLAME RED LTD



£6,999. 1000cc Limited edition flame red. Cooper interior. 2 year restoration/repainted. Gearbox, suspension, new front end, full dash, refurbished alloys, immobiliser, CD. History from new. Please call 07885 077882, Cambs.

5726

ROVER MINI



1998, 58,000 miles, £POA. Automatic, aircon, leather seats, wooden dash and capping's. Rare Yukon grey colour. Please call 07545 601898, Leicester.

7692

ROVER MINI

89,000 miles, £5,250.00 ONO. 35th anniversary se, Nevada red, MoT till May 2019. Lots of service history, a panels replaced. Attention required under rear bumper. Please call 07904 863397, Grimsby.

5611

ROVER MINI CITY



1989, 25,970 miles, POA. One owner from new, sun roof fitted and 998cc. Please call 01384 251154, West Midlands.

7823

ROVER MINI COOPER SPORT



1999, 34,800 miles, £11,850. BRG with white roof, black leather seats and a walnut dashboard. Lady owner since new. Service records and MoT to Jan 2020. Please call 01342 327526, West Sussex.

7793

ROVER MINI OPEN CLASSIC



1993, £4,000 ONO. Good condition inside and out. Sports pack arches, Brand new alloys. Original interior, walnut dash, electric aerial, full working electric Webasto sunroof. 12 months MoT. Please call 01875 340409, East Lothian.
4849

ROVER MINI PAUL SMITH LIMITED EDITION



1998, £15,995. Finished in old English white with black trim. Only 1800 produced worldwide. This patent car has been kept in museums since new. Please call 01485 541526 (T).
4447

ROVER MINI THIRTY



1989, 46,585 miles, £2,900. This car has not been used for the last year but has very little rust on front bulk head, one wing and front panel. Few little dents in n/side and door side. Inside clean colour sherry pearl red. Minnilites and half leather seats with old MoT's and S/H. Please call 01233 635412, Ashford.
7118

SIDEWALK



1995, 65,000 miles, POA. Gunmetal grey. Excellent inside and out. Please call 07981 418035, Staffs.
6832

SPRITE



1995, 44,725 miles, £3,500. MoT to Oct 2019. One careful lady driver/owner and will need some rust work. Please call 01792 865939, Neath Port Talbot.
7441

SPRINT/HILLCLIMB



£8,500. Harris Engineering engine, straight cut "Clubman" gearbox. Quaife LSD, 3.76:1 final drive. Megajolt ignition system with soft rev limiter. Adjustable front and rear suspension and geometry. Rear roll cage. Please email malcsmf@btinternet.com.
6855

THIRTY



1989, 60,646 miles, £3,500. Dry stored since 2009. MoT last year and never used. Tidy car that has got some paint blisters, half leather interior, alloy wheels, CD player, 3 owners and lots of old MoT's certs to confirm mileage. Please email scleevly@icloud.com.
6071

UNFINISHED MINI RESTORATION

POA. New inner and outer wings, new front, Cooper half leather interior, walnut dash and Cooper clocks. Please call 07799 832664.
5605

PARTS FOR SALE

HYDROSTATIC MINI UNITS

£850. Set of four including pipes, rods and axillaries. Please call 07979 406536, Yorkshire.
6186

MINI 4 X 5 X 10 MINI LITE WHEELS



£180. Suits historic mini. Please call 07979 406536, East Yorkshire.
4741

MINI COOPER MK1 NEARSIDE DIPPED DOOR SHELL

1965, £100. MK1 nearside dipped door shell, leaded. Full V5C and history, plus heritage certificate. Please call 07840 400569, Bristol.
3299

MINI FOUR ALLOYS



£200. 5 X 12 MPI alloys in good condition. Please call 07979 406536, Yorkshire.
6191

MINI FRONT SEATS



£140. Please call 07979 406536, Yorkshire.
6188

MINI GEAR BOX



£150. Good condition. Please call 07979 406536, East Yorkshire.
4504

MINI MKI PARTS

POA. 948cc engine with twin 1 1/4 carbs. Midget 1098cc engine. Midget rear axle casing also pair half-shafts. Mini 1275cc engine less head. Mini 1098cc block also crankshift. Please call 01435 866331.
2614

MINI SPARES

POA. 1275 a plus engine. 1275 a plus block standard bores. 998 engine with rod change gearbox. 1,100 block. 1,100 and 1275 crankshaft's, All standard journals. Sets 1,100 and 1275 conrods. Please call 01435 866331, East Sussex.
6340

MINI SEATS



£150. Good condition. Please call 07979 406536, East Yorkshire.
4829

MKI MINI BONNET



£80. Please call 07979 406536.
7763

MKI MINI DOOR



£90. Please call 07979 406536.
7764

S REMOTE BRAKE SERVO



£45. Fits any single line brakes. Please call 07979 406536, Yorkshire.
6187

MORRIS COOPER



1969, £7,250. Numbers matching, lots of parts 90% complete, shell has been blasted and needs new floor pans. Heritage certificate present. Please call 07974 089595, Bristol.
7165

NEAR SIDE HEADLAMP



£25. In very good condition complete with all the adjusters and working as they should with shiny reflector and clear glass without any haze. Please call 07774 310488, Lincolnshire.
7768

NEW OLD STOCK

£40 each. Austin, Mini and Cooper models, linthead door light switches original condition. Please call 07815 793668, West Midlands.
7516

REVOLUTION MINI WHEELS



£180. 4 x 6 x 10. Please call 07979 406536.
7765

VARIOUS ASSORTED NEW/USED MINI PARTS AND ACCESSORIES



POA. Garage clear out. Please call 07379 074555, Gloucester.
6385

VARIOUS MINI PARTS

£6-£75. Pair of Mini front twin leading shoe drum brakes unused, £75. Clutch cover and drive plate. Green spring, £30. Mini horn, unused, £6. Please call 07535 005540, Oxfordshire.
6248

PARTS WANTED

ANY 1960'S MINI MKI OR MKII PARTS

Wanted. Good prices paid and prompt collection from anywhere. Please call 07789 961514, Halsead. (T)

MISCELLANEOUS FOR SALE

MINI ERA BOOT BADGE



£48. 2 fixing screws on enmez chrome finish size 4.5 1.5 inch. Please call 02083 997541, Surrey.
7076

Reconditioned Engines

Over 50 years Mini Sport have been producing a range of remanufactured engines built on a long established commitment to engineering and customer satisfaction.



MINI SPORT
REMANUFACTURED IN THE UK

Engines

	Engine	+ Gearbox
998cc - A series,		
A+ & Cooper	£2260	£3481
1275cc - A series, A+	£2026	£3247
1275cc - Cooper Carb	£2090	£3319
1275cc - SPI and MPI	£2061	£3290
Surcharge from	£840	£1200

+ = Engine and Gearbox

(all prices are exchange, we need your old units)

Reconditioned Gearbox

Reconditioned in our own workshops. The casing is chemically cleaned and then fully rebuilt with new bearings, shafts and baulk rings.



MINI SPORT
REMANUFACTURED IN THE UK

Rod type gear change -	
850cc to 1275cc A series	£744
Rod type gear change -	
998cc to 1275cc A+	£751
Remote type gear change -	
850cc to 1275cc	£727

(all prices are exchange, we need your old gearbox)

Gearbox Repair Kits

Bearing Kits

Full set of Top Quality gearbox bearings manufactured for Mini Sport, perfect for reconditioning.

A series rod & remote type gear change	£102
A+ rod type gear change	£103

Reconditioning Kits

Completely matched set of Mini Sport top quality products for reconditioning Mini Gearboxes.



A series rod and remote	£247
A+ rod change	£242

Crankshafts

Precision reground by Mini Sport.

Reground	From £245
New 1275cc	£420

(all prices are EXCHANGE, we need your old Crankshaft)

Pistons

Set of 4.	From £307
998cc Dished - Circlip fit	

1275cc Slipper Standard Compression	£186
1275cc Slipper High Compression	£243

Engine Timing

Simplex set	£26
Duplex set	£35
Simplex chain only	£4
Duplex chain only	£7
Chain tensioner	£10
A+ Timing cover	£59

Oil Pumps

Slot drive 998cc or 1275cc	£18
Peg Drive 998cc	£17
Slot drive turbo	£41
Spider drive 1275	£17

• Friendly Service • Helpful Advice • Worldwide Delivery • Trade Enquiries Welcome

Tel: 01282 778731 or visit: minisport.com



FREE Mini Parts Catalogue
order or download NOW!

(all prices are exchange, we need your old units)

Std. Disc Brake Assemblies

7.5" Cooper S Disc brake assembly	£682
8.4" 84on Disc brake assembly	£655
12" to 10" Disc brake conversion kit	£205

Cooling

Radiators

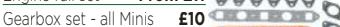
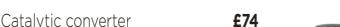
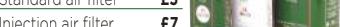
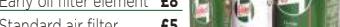
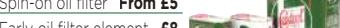
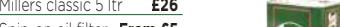
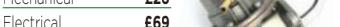
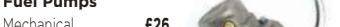
Alloy 2 core	From £115
Standard 3 core	£71
Mini SPI radiator	£131
Mini MPI radiator	£95
Expansion tank & cap - MPI	£80
Thermostats	From £3
Radiator caps (7-15lbs)	From £4

Fans/Belts

11 Blade plastic fan	£17
6 Blade steel fan, yellow	£44

Fan belts

Fan belts	From £4
-----------	----------------



Restoration & Remanufacture

1st Class: Genuine Quality Products

External Body Brightwork

Grilles	
Internal or External Bonnet release type	
Cooper 8 blade	£48
Cooper lamp holes	£106
Mk 5 wavy classic	£88
11 blade chrome	£91
Grille side surrounds	£12
Grille top surround	£20
Mk1 Austin wavy	£98

Internal Bonnet Release	
Complete kit	£36

Bumpers	
O.E. spec Stainless	£64
Chrome	£46
Chrome budget	£39
Stainless budget	£39
Black	£52

Overrider & Corner Bars	
Mk1 kit	£144
Mk1 kit & bumpers	£273
Mk2 overrider kit	From £58

Brightwork	
S/S Headlamp peaks	£10
S/S Headlamp stonewards	£11
Mk3 chrome no. plate lamp	£21
S/S Seam mouldings	Pair £25
Boot hinges - Chrome	£13
Plain door handle scoops	£7
Alloy dip stick: blue, red, silver	£9
Aston style fuel cap	£19
Union Jack badge	£5
Cooper boot badge '96on	£13
GB boot badge	£6
Cooper S Mk3 bonnet badge	£20
Mk3 boot handle	£25

Lights	
Quadoptic Headlamps	
Quadoptic H4 halogen conversion	From £44
Pre '97 Mini	
MPi headlamp	£81
Headlamp leveling motor - '97on	£58
Valeo/cibie halogen unit	£69
Halogen crystal headlamp - Standard	£36
Halogen crystal headlamp - Angel eye	£45

Indicators	
Early - push fit, amber	£7
Early - push fit, clear	£7
Mk3/4 - screw fit, amber	£7
Mk3/4 - screw fit, clear	£8
Mk5 - clear lamp '97-'01	£12

Rear Lights	
Mk1 rear lamp RH/LH	Each £39
Mk2/3 rear lamp RH/LH	Each £51
Mk4 rear lamp RH/LH	Each £45
Rear lenses - Mk1/2/3/4	From £7

Subframes

Front - dry suspension type	£482
Front fully built, to '97	£1876
Front subframe mountings	From £4
Rear - dry suspension type	From £259
Rear - dry suspension type - POWDER COATED	From £281
Rear Mini Sportspack '97on	£452
Rear fully built to '97	£1900
Rear subframe fitting kit	From £32
Rear subframe trunion, rectangular or stepped	£25

Windscreens

Front Screens	
Clear	£39
Clear heated	£254
Tinted	£50
Tinted heated	£223
Top tinted	£48
Top tinted heated	£232
Rubber seal	From £10
Locking strip	£8

Rear Screens	
Clear	£121
Clear heated	£209
Mk1 clear	£155
Mk1 clear heated	£248
Rubber seal	£10
Locking strip tool	£13

Body Seals & Finisher Strips

Rear 1/4 glass seal - Open	£9
Rear 1/4 glass seal - Fixed	£11
MK3 door seal	£17
MK3 door inner chrome strip	£15
Door outer chrome strip	£18
Mk4 boot lid seal	£10
Mk4 bonnet drip rail	£8
Sill trim late - black	£9
Sill trim chrome deluxe	Fr. £15
Roof gutter trim - black	£12

Hinges & Fittings

Door hinge set - External	£150
Door hinge set - Internal	Fr. £76
Door check strap	From £15
Door check arm assembly	£8
Bonnet hinges	Pair £38
Boot hinges	Pair From £17

Wheel Arches

Special Chrome Sports Pk Group 2 Race	
Special arches, black	£20
Chrome covers	£123
Monte Carlo style	£67
Sports pack - genuine inc all fittings	£527
Sports pack - glassfibre	£99
Group 2 glassfibre arches	£61
Group 2 race glassfibre arches	£65
Group 5 race	£74

Carpet Sets

Standard black, red or grey	£29
Deluxe black, red or brown	£45
Newton Commercial	
From £226	
Sound insulation kit	£45
Full range of classic interiors & trims available for all Minis.	

Steel Body Panels

Top quality steel body panels from British Motor Heritage & Magnum Classic Mini panels, at the best prices! minisport.com for full range or call our experts!

Panels

Non-Gen Genuine

A panel Mk3 - RH/LH	£17	£24
A post hinge panel - RH/LH	£18	£28
Bonnet Mk2on	£143	£187
Boot floor & battery box	-	£246
Boot floor rear repair	£30	-
Battery box	£31	£59
Door skin Mk3on - RH/LH	£44	£91
Door step, shaped - RH/LH	£16	£89
Floor panel front to rear		
inc sill RH/LH	£89	£112
Front floor well - RH/LH	£29	-
Front panel '76on	£69	£198
Front panel to '76	£77	£198
Clubman front panel	-	£246

Panels

Non-Gen Genuine

Front wing - early	£54	£107
Front wing - late	£54	£107
Clubman front wing	-	£120
Pocket closing plate	-	£16
Pocket filler	£7	£15
Rear floor well - RH/LH	£38	-
Rear valance all models	£20	£58
Rear valance closing assembly	£30	£41
Rear wheel arch	£68	£97
Screen corner repair	£18	-
Scuttle screen lower complete	£52	£142
Seam cover front	£12	£18
Seam cover rear	£13	£20
Sill inner repair - RH/LH	£17	-
Sill outer 4.5" Mk3on - RH/LH	£20	£43
Sill outer 9" Mk3on - RH/LH	£28	-

Body Shells

Mk1	£11951
Heritage Mini bodyshells	From £8428
Our experts can prep & paint your body shell ready to build, or we can do the complete build for you...	
Tools for the Job	
130A MiniMIG welder	£236
Spot welder with timer	£695
Door skin folding tool	£84
Locking 'C' clamp set of 3	£35
Deluxe panel beating set	£195
Body filler applicator set of 3	£4
8mm Spot weld drill bit	£11
Screen Lock strip tool	£13
Suspension cone tool	£29
Flywheel puller	£28
Socket flywheel/ Ball joint	£42
Brake adjusting spanner	£11
Ball joint separator	£31



Did you Know?

THE MOST AUTHENTIC SUSPENSION CONE AVAILABLE

Our Suspension Cones are produced from the original single cavity mould owned by Dr Alex Moulton which were used to make the original prototypes.

Each batch of cones is tested by Moulton Developments to guarantee the quality & consistency is to the exact standard & formula finalised in 1959.



Beware of other inferior suspension cones also on the market!

Another 1st class, Genuine Quality Product from Mini Sport!

Mini Sport Ltd.
Thompson Street, Padtham, Lancashire BB12 7AP

Mon - Fri 8:30am - 5:30pm
Saturday 8:30am - 1:00pm

Keep up to date - Follow us



Mini Cooper Register MEMBER DISCOUNT

Please get in touch with your:

- MCR Membership Number
- Surname • Email address

So we can activate your discount

Mini Spares - The New Original



Demand Mini Spares Approved Parts

The last original Mini rolled out of Cowley Works in 2000, so it's hardly surprising that a lot of parts are now listed as NLA - No Longer Available. Thankfully we at Mini Spares are trying to reproduce as many of those parts as we can. If a particular part is no longer available from the original supplier, we will endeavour to find new ones and where possible reproduce the part to the

original specification (or occasionally to an improved spec.) The picture shows just some of the brand approved parts we've already produced to fill the gaps left by the unavailability of original genuine parts.

No need to thank us; it's just part of our mission to keep the Mini alive!

mini + spares
minispares.com

Parts available on line and by mail order - or visit one of our three shops

Minispares - NORTH

Units 2E and 2G Harwood Road
Northminster Business Park
York Y026 6QU
Tel: 01423 881800

Minispares - LONDON

LONDON (M25/A1 Junction) MINISPARES HEAD OFFICE
Cranbourne Industrial Estate, Cranbourne Rd.
Potters Bar, Herts. EN6 3JN
Tel: 01707 607700

Minispares - MIDLAND

West Midlands
991 Wolverhampton Rd. Oldbury.
W. Midlands. B69 4RJ
Tel: 0121 544 0011